

NAVIES SHOULD NOT BE A MENACE.

FRANK EXPRESSION OF BRITISH AIMS.

MEMORANDUM COVERING EVERY IMPORTANT ISSUE.

BIG REDUCTIONS URGED.

While for some unknown reason, possibly because France and Italy have not been taken into account, French circles appear to have taken offence at Mr. Stimson's proposals to the Naval Conference, one of the "Big Navy" group in the United States has issued a most ambiguous criticism.

More important, however, from the standpoint of the possible success of the Conference, is the publication of a British Memorandum, frankly expounding British naval policy and Britain's aims at the Conference.

Equilibrium, it is pointed out, will not be secured by mere numerical equality in ships and tonnage, but only by the adoption of agreed programmes based upon considerations of requirements.

An agreement not merely upon global tonnage but upon the size of individual ships in the different categories is, therefore, recommended. General permission to transfer is not favoured, but transfer out of eight-inch cruisers to six-inch cruisers might be arranged.

British experts suggest reduction of the size of battleships and aircraft-carriers to 25,000 tons, and extension of their life from 20 to 26 years. Gun calibres should be reduced.

Britain will press for the abolition of submarines, but if an agreement is not possible, it will aim for the lowest possible limit. The Italian delegation has welcomed the British Memorandum.

TREATY TO END COMPETITION.

London, Jan. 7.

The policy of the British Government at the Naval Conference is set forth in an important Memorandum which is being laid in the House of Commons a summary of which was issued this afternoon.

In it the belief is expressed that the Conference ought not only to reduce existing fleets and building programmes but also to end naval competition, thus marking an important step towards the firm establishment of peace.

British policy, it is pointed out, is to keep the seas open for trade and communication, and, in relation to the political state of the world, to take what steps are necessary to secure this.

In estimating its naval needs the British Government has also taken into account its obligations under the League Covenant and its other commitments which have to be fulfilled in relation to the present state of the world.

Naval Equilibrium.

The Government feels that if naval establishments are not to be a menace, equilibrium must be maintained by means of international agreements. It feels, moreover, that this equilibrium will not be secured by mere numerical equality in ships and tonnage, but only by the adoption of agreed programmes based on considerations of requirements affecting dispersions, etc., and in which the menace will be reduced as much as possible.

This cannot be done by any general formula or ratio.

It must be the subject of conferences and of agreements made for periods, at the ends of which they should be reviewed and during which the Governments should be engaged in strengthening the foundations of peace.

Britain's Proposals.

It is therefore proposed that a general agreement, resulting from this conference, should run until 1936, and then, in 1935, a further conference should be called to review the situation in relation to world relations. In view of these considerations, the British Government suggest the following proposals—

The agreement should be reached not only upon the global tonnage, but upon the size of individual ships in the various categories, and upon the tonnage to be maintained by each nation in each of these categories. The categories should be—

- Capital-ships,
- Aircraft-carriers,
- Cruisers,
- Destroyers,
- Submarines.

Agreement by categories is necessary to eliminate competitive building and the maintenance of the equilibrium between the fleets. These two points are essential if security is to be obtained.

It is not only the total tonnage of a fleet which counts, but the use to which these tons are put, and, an agreement on the latter point is called for.

At the same time it might be convenient to allow a percentage of the tonnage assigned to the different categories to be transferred to the other categories.

The British Government, however, does not favour a general transfer, and is opposed to a transfer in the case of capital ships, aircraft carriers and submarines.

In regard to cruisers, it would permit a transfer out of the eight-inch class into the six-inch class on a percentage which remains to be arranged, thus taking into account the special needs of countries which require a large proportion of small cruisers.

Capital Ship Reduction.

The Government proposes that the number of capital ships for each signatory fixed by the Washington Treaty should be reached within eighteen months of the ratification of the Treaty resulting from this conference instead of by 1936.

It proposes that no replacement of existing ships should take place before the next conference in 1935, and that in the meantime the whole question of capital ships should be the subject of negotiation between the Powers concerned.

The Government will press for a reduction without disturbing the Washington equilibrium.

Its experts favour a reduction in size from 35,000 tons to 25,000 tons, and of guns from 16 inches to 12 inches.

They also favour a lengthening of their age from 20 to 26 years.

The Government hopes there will be an exchange of views on

(Continued on Page 14.)

RIOT AT BANQUET IN BRAZIL.

FIVE KILLED AND FIFTEEN WOUNDED.

VICE-PRESIDENT SHOT.

Rio de Janeiro, Feb. 7.

Dr. Fernando Mello Viana, the Vice-President of the Republic of Brazil, was shot and wounded last night during a most extraordinary shooting affray which developed in the middle of an important banquet to which Dr. Mello Viana had been invited.

His private secretary was killed outright. Four other persons involved in the affair also lost their lives, while it is stated that at least fifteen persons were wounded, including the Vice-President.

The incident occurred at Montes Claros in the State of Minas Geraes. Its origin is not known definitely at the moment though it is suggested that a violent quarrel developed between certain parties as the result of a political argument, eventually leading to blows and finally the use of weapons.

Details of the wounding of the Vice-President are not available. It is not known whether his injuries are serious or otherwise. His term of office is just drawing to a close. He was elected Vice-President in November, 1926, for a period of four years.—*Reuters American Service.*

FIRE OUTBREAK ON FAISHAN.

EARLY MORNING BLAZE SOON PUT OUT.

Lying in Talkoo Dock for her annual overhaul, the river steamer Faishan, employed on the Hongkong-Canton run, caught fire in the early hours of this morning, but, fortunately, the outbreak was confined to one part of the ship, with the result that little damage was done.

The Central Fire Station received a call at 3.49 a.m. and two engines from Central, one from Wanchai and the No. 1 Fire Boat immediately rushed to the scene. On arrival, the firemen found one private hydrant already in use and the outbreak was almost under control.

The fire occurred at the forepeak of the vessel and the concerted efforts of the firemen and dockhands very quickly extinguished the flames.

ABERDEEN WATER WORKS.

TENDERS INVITED FOR NEW SCHEME.

Tenders are now being called for in respect of the Aberdeen water-works scheme. This is for pipe line transport, trench cutting and tunnel conduit.

The works consist of cutting trenches for 18" diameter and 21" diameter steel pipes, stringing the necessary pipes alongside, and the construction of a short concrete-lined open cut and tunnel conduit through Sandy Bay Gap.

AMERICAN TRADE.

BIG PURCHASES FROM EUROPE.

Washington, Feb. 7.

European countries last year purchased a milliard dollars' worth more goods from America than they sold to her.—*Reuters American Service.*

BANK RATES REDUCED.

Washington, Feb. 7.

The Federal Reserve Bank at Chicago has reduced its rate to 4 per cent, whilst the Bank at Cleveland has reduced the rate to 4½ per cent.—*Reuters American Service.*

U.S. COAL MINE DISASTER.

Salt Lake City, Feb. 7.

At least twenty miners were killed in an explosion at a coal mine at Standardville.—*Reuters American Service.*

THE SINO-SOVIET IMPASSE.

CHINESE OFFICIALS IN BAD ODOUR.

NANKING NOT WILLING TO RESUME RELATIONS.

PROPAGANDA PLEDGE.

Nanking, Feb. 7.

Pointing out that Mr. Tani Yun-shang, the Manchurian delegate who negotiated with the Soviet plenipotentiary, has acted beyond his powers, the members of the Central Political Council yesterday decided to punish him and hold him responsible for the error in agreeing to the terms of the Habarovsk Protocol.

The meeting officially informed General Chang Hsueh-liang of the Government's intention to appoint General Mo Tehshui as the Chinese plenipotentiary at the coming conference.

Replying to Mukden's request for the restoration of Sino-Soviet relations, the Council states that this problem is outside the Chinese Eastern Railway dispute and that it has been thought better to defer this matter for the time being.

"Red" Propaganda.

The Mukden suggestion for the establishment of more Chinese Consulates in Soviet cities and permission for the Soviet to reopen its Consulates in Chinese ports were unapproved.

The Council also expressed a desire that the question of communist propaganda and its detrimental effects on the welfare of China generally and Manchuria in particular should be fully discussed and some assurance obtained from the Soviet to check the activities of "Red" propagandists in China.

TO CHECK THE DRUG TRAFFIC.

WORLDWIDE PLAN NOW DRAWN UP.

Geneva, Feb. 7.

A concrete worldwide plan to check the drug traffic drawn up by a special committee of the Opium Commission, presided over by Sir Malcolm Delevigne, has been unanimously adopted by the Commission.

It recommends limitation of the total annual quantity of drugs which may be manufactured, and the division thereof among the producing countries.

The scheme also lays down that the drugs shall be so distributed as to ensure that they be used exclusively for medical and scientific needs, and provides for the creation of a Central Office to control distribution.—*Reuter.*

SUICIDE ATTEMPT.

MAN RESCUED FROM THE TYPHOON SHELTER.

An attempt by a Chinese to commit suicide by jumping into the Yumtun Typhoon Refuge, last night, was frustrated by the prompt action of a boatman, named Leung Yau, who dived in and rescued the man.

This suicidal act was attempted by Leung Chung-fu, aged 23 years, of 46, Temple Street, who, after being rescued, was taken to the Tung Wah Hospital, suffering from the effects of his immersion, but his condition is not considered to be serious.

RUBBER PROBLEM.

ANGLO-DUTCH COMMITTEES AGREE.

London, Feb. 7.

The Rubber Growers' Association announces that the Anglo-Dutch Liaison Committee has reached an agreement on certain recommendations which will be submitted for the approval of the respective Associations.—*Reuter.*

According to the newspapers, the recommendations of the Anglo-Dutch Committee aim at moderate curtailment of production in order to raise the market price of rubber to a reasonably remunerative level.—*Reuter.*

THE GOODYEAR TYRE COMPANY.

ABSORBED BY CLEVELAND COMBINE.

New York, Feb. 7.

It is learned on the highest authority that the Goodyear Tyre and Rubber Company has passed into the hands of the Eatonite Company, of Cleveland, which recently concluded a gigantic steel merger.—*Reuters American Service.*

The sterling value of the dollar declined another 1/8th of a penny this morning, the rate on demand being 1/6.5/16d.

INSTONE BANKING CORPORATION.

INTERESTING NOTIFICATIONS IN "GAZETTE."

DIVIDENDS DECLARED.

Interesting notifications appear in the Government Gazette, under the Companies Ordinances, in regard to the Instone Banking Corporation, Ltd.

In regard to secured bondholders, the admitted claims total \$4,404.72, and in respect of these a first and final dividend of \$100 per cent has been declared.

There are admitted claims of \$36,581.76 in respect of unsecured creditors, and under this heading a first dividend of \$4 per cent has been declared.

These dividends may be received at the Official Receiver's office on the 17th instant between 10 a.m. and 4 p.m. and on any subsequent day during office hours.

Creditors applying for payment must produce any bonds, bill of Exchange or other securities held by them, and must sign a receipt in the prescribed form.

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Bulls and Inners

From the Office Butts.

A Hongkong lady says the art of conversation in dying out. We suggest that she looks up some friend who has undergone a wet operation.

The "Gay Caballero", on a recent *Lonesome Night*, not knowing Baron Hall from Adam, held a *Royal Flush* against *Four Clubs* much to the disgust of the *Gay Toreador*, who, seeking consolation in *Peppermint*, wrung out the old and rung in the became not only *Blotto*, but *Tights*, thereby raising Cain!

A golf professional says begin of conversation in dying out. We suggest that she looks up some friend who has undergone a wet operation.

A Home paper just to hand says that in spite of a good summer, 1929 was really a wet year. By this time, of course, they've seeking consolation in *Peppermint*, wrung out the old and rung in the became not only *Blotto*, but *Tights*, thereby raising Cain!

We notice that America is considering giving up the control of Haiti. President Hoover evidently thinks that its Haitian she did!

It is stated that unemployment at Home has greatly increased during the past year. Lots of people will be doubling Thomas.

After the recent nocturnal motor cycle trial, manipulators of these two-wheeled animated pieces of iron should be known as "Knights of the Night."

This week we have mist the idle vapourings of the gentleman who once threatened to disperse the count—excepting the odd dollars! fog!

We are told that the latest cocktail in New York is known as a "Loud-speaker." Why not crame de cacophony?

It's been predicted that the dollar may fall to a shilling. A regular bob-down!

Some folks' favourite winter resort is the front of the fire.

Says a fashion writer "The coming summer's bathing costume styles, will be designed to allow for the maximum benefit to be derived from the sun's rays." We understand that the *tout ensemble* of the male attire will include dark glasses!

To-day's stray bat from the belfry—"If a Hongkong broker wears his 'Derby' in Shanghai, does it become an interport bowler?"

Potted News:—Findlater's whisky was served to motor cyclists in the recent trial; 70% completed the course; 30% didn't drink!

A Truro man, after being deaf for 13 years, recovered his hearing in a talkie. Some people don't know when they're well off.

Physicians asked to give their ideas on the new long dress styles said: "Unhealthy!" "Unfortunate!" "Unpleasant!" "Unhygienic!" "Unmoral!" "Unpleasant!" "Unhygienic!" All of which probably will help a great deal to popularize the aforesaid long dresses.

We suggest a suitable disguise for some of our flappers at the forthcoming masked ball. Go as Mother Hubbard's cupboard.

The Soviet Government has ordered an increased wheat acreage and a better yield per acre. May be the Soviet also ought to tell the wheat not to grow those scratchy beards.

Consider the stenographer. A woman who takes dictation.

From the look of some of these length disposed of the Shanghai have an early spring.

Little Jack Homer stood at a corner, Pursuing profound ruminations, For a notice-board showed that the open road Was closed for alterations.

Two players named Snooks played in the interport football match at Shanghai. Naturally Hongkong were snookered.

The trouble with some of these lady stenographers who bring vanity cases to the office, is that they are not only vain, but they are also stupid.

A taxi is the shortest distance between two points—the Club and home.

Overseas may have neither brains nor voice, but we have heard of lots of other poor folk who cannot stop talking.

"Big Scoring Feet" says a heading relating to a football match. An advantage to any team!

We presume that the Chinese will agree that the New Year was welcome din.

The Week's Simile:—As slow as the widening of Barker Road.

Newspaper heading:—"Chinese Military Situation" Vacant?

We understand that the private boxes at the new Jockey Club stands have not been equipped with hat-hooks. The stewards obviously desire to give no cause for hanging up the Derby.

Some people think that Major Doyle didn't do justice to "English in the Army" on Tuesday evening. They appear, however, to have overlooked the fact that he was lecturing in the Cathedral Hall.

It's been suggested that the death sentence should be passed on principals engaged in the drug traffic. Rope for dope!

A reader wants to know how much sleep an average man needs. This seems to us an appropriate subject for an Official statement.

"The only way to makes boys obey," says a schoolmaster, "is with the cane." Then they can anticipate his wishes!

There are evidently lots of people who think that to lay out three dollars for a "Good-Bye" isn't a good buy.

According to a local lecturer, the Army "depends on nouns and adjectives." Yes!

Motor-cycle trials are not such a trial when you can get your fill of whisky at filling stations.

Shanghai may have feared a "cricket score" in the Golf Interport. At any rate they relied on their Bowling.

Hongkong golfers have at length disposed of the Shanghai "bogey."

The "Inners class" of the H.K.V.D.C. artillery unit is not especially what it seems.

Talking of an armament, why not hail out the Gold and Silver Wyre Drivars Company, by decreeing that all "O.B.E.s" and other various decorations should be suitably done-up in gold braid?

A taxi is the shortest distance between two points—the Club and home.

Overseas may have neither brains nor voice, but we have heard of lots of other poor folk who cannot stop talking.

Final CLEAR-UP Sale

AT WHITEAWAY'S STOCKTAKING REVELATIONS

Stocktaking operations have brought to light numerous Oddments and Remnants in all Departments. We have received instructions from our Directors that these Oddments are not to be carried over to our new year commencing on March 1st. They are therefore—

MARKED DOWN TO CLEAR.

ON

MONDAY FEBRUARY 10th.

AND FOLLOWING DAYS.

SPECIAL BARGAIN TABLES

AT

Half Price

Ten Dollars

Two Dollars 50 cts.

Quarter Price

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Thousands of Bargains

DONT MISS THIS OPPORTUNITY.

BARGAIN WEEK WILL CLOSE FEB. 15th.

WHITEAWAY'S

RAILWAY TRAGEDY.

OILER WHO WAS CRUSHED AT HUNGHOM.

A verdict of death by misadventure was returned at the inquest which concluded at Kowloon yesterday on a Chinese oiler who was killed at the Kowloon-Canton Railway sheds at Hung-hom on January 16 by being crushed between a carriage and an engine.

Before the proceedings were resumed the Coroner, Mr. Whyte Smith, and the jury, visited the scene of the accident where the mechanism of the engine was explained.

The first witness called was the stoker mentioned by the driver on the previous day. Witness stated that he had uncoupled the engine and, after giving the driver the signal, had walked towards the cab to regain his place on board prior to returning to the coal shed. The engine had travelled for a few feet when he heard a can dropped. On looking round he saw the deceased caught between the engine and the carriage.

Witness stated, in reply to a question, that he did not notice the engine stop or move forward after it had reversed and moved away from the carriages.

Lever Movement.

Mr. James Smith, assistant mechanical engineer of the Railway, was questioned with regard to the possibilities of the lever which controls the movements of the engine, falling of its own accord and causing the engine to move forwards when it was travelling in reverse.

The Coroner asked: Do you think it is possible, when the engine driver was driving out from the carriages, that the lever suddenly fell of its own weight and the engine reversed?

Witness: I have never known of an occasion.

Now, the engine driver says that the lever was loose and that he had reported it before. If it were loose might that happen?—No, your Worship.

Now supposing the engine were at rest a few feet from the carriages and the driver wished to move away from the carriages, is it possible that it might go back a little?—Yes. He might want to go back if he finds himself on the "dead centre."

The least thing, I suppose, would do? Go back a foot, or two? Anything?—Yes.

No Negligence.

With the aid of a model witness explained what had apparently happened. He said after the stoker had signalled the driver, the engine had been moved backwards slightly and then stopped to enable the stoker to get on board. Then the driver, finding himself on "dead centre," had unconsciously moved forwards before reversing, but had moved forward sufficiently to have caught the deceased.

Before addressing the jury the Coroner expressed thanks to Mr. Smith and Mr. I. B. Trevor for the trouble they had taken in explaining the mechanism of the engine. He thought it could not have been made more clear by anyone else.

The Coroner reviewed the evidence, laying stress on the explanation suggested by Mr. Smith who had stated that the driver apparently had moved forwards towards the carriages when he had found the engine on "dead centre." The jury was asked to state whether the accident was the result of negligence and if so whose negligence, as well as to say if there was negligence if that negligence amounted to gross negligence.

Without retiring the jury intimated that they found there was no negligence in the case, a verdict of death by misadventure being recorded.

SHOW BOAT



TALKING SINGING
AT THE QUEEN'S DUK SHORTLY

Pressureless Touch!

Non-Breakable Barrel

Writes Like a Breeze

Never tires. Never holds you back. Takes notes, writes them fast. Choice of six graduated pen points, 14K gold, iridium-tipped, tempered to hold shape you like, no matter who borrows it.

5 colors—Lacquer-Red, Mandarin Yellow, Lapis Lazuli Blue, Jade Green—all black-tipped—or flashing Black and Gold. Smartest-looking, smartest-writing pen you know.

Balanced like a golf club. 28% lighter than when made with rubber.

22 pen patents cover it.

One good pen to last for years saves money.

Look for "Geo. S. Parker—Duofold" on barrel—that's the genuine. At all dealers.

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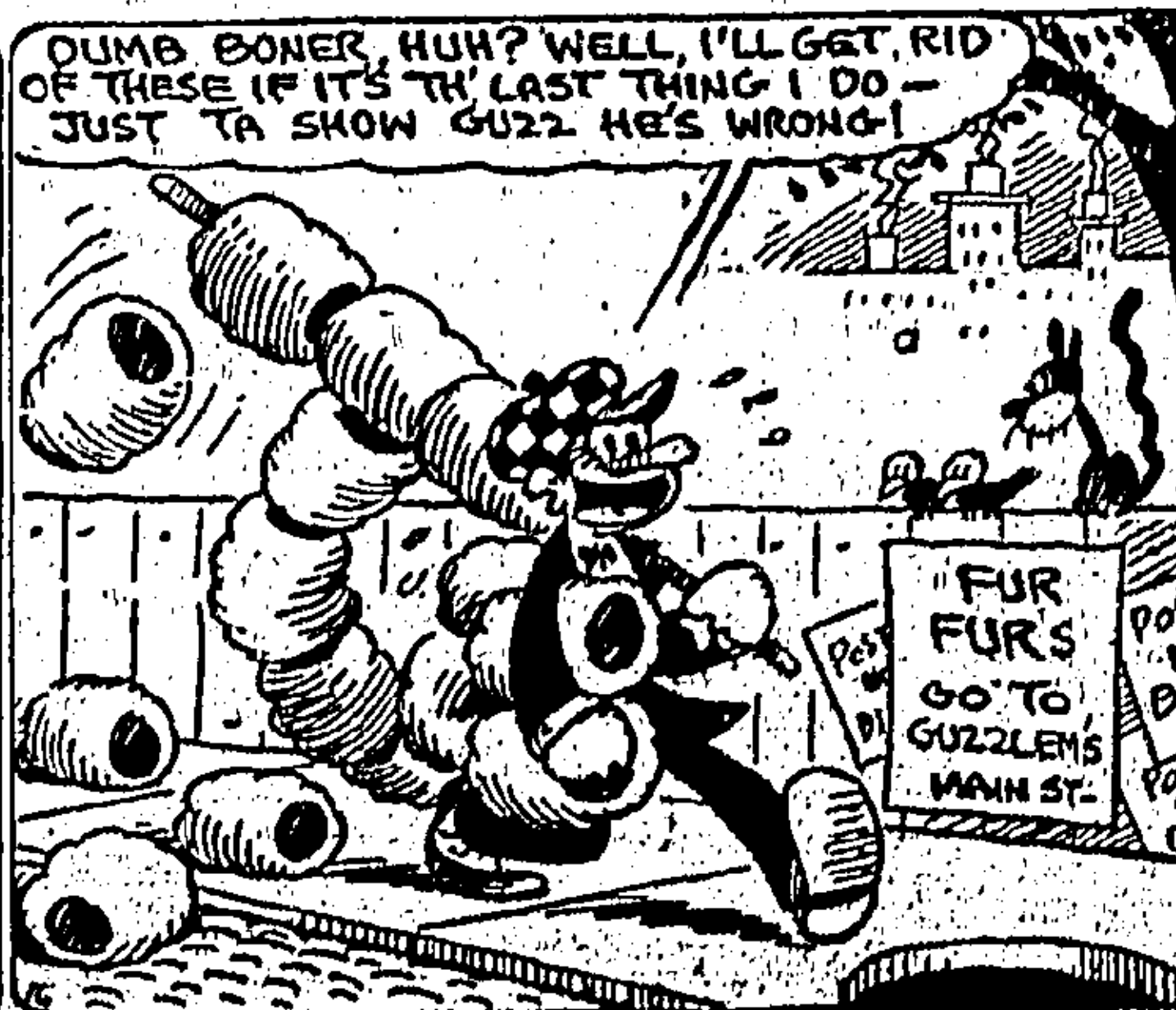
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SCOTT'S Emulsion
The protector of life

SALESMAN SAM

We Wonder, Too

By Small



Now what in heck can a town band have to do with a flock of fur muffs, we ask you?

No more nerviness

Tired jangled nerves make life a burden. Everything seems to go wrong. Little causes produce great effects in irritability, little worries appear magnified into great anxieties. The sufferer gets no enjoyment himself and can give no pleasure to others—and all because his nerves are over-strained.



This can be very simply remedied. Only plenty of sound healthy sleep is needed. This normal restful sleep cannot habitually be induced by stimulants or drugs. They only dull the underfed nerves temporarily—natural sleep will only come when the nerves are properly nourished.

The most pleasant and certain way of doing this is by taking the right food—Glax-Ovo, that contains the wonderful "Ostelin" vitamin D combined with malt and rich milk and is flavoured with chocolate, giving a delicious food-drink that acts like magic, nourishing the starved nerves and inducing soothing sleep.

Tone up your jaded nerves by taking a cup of Glax-Ovo before going to bed and benefit from health-giving sleep.

GLAX-OVO

the vital food-drink for men, women and children

NEEDS NO MILK THERE'S PLENTY IN IT ONLY HOT WATER—MADE IN A MINUTE

MAKE A TRIAL of this nourishing food-drink by enclosing 10c. in stamps for sample tin to: W. R. Loxley & Co., Hongkong.

Create relief for sufferers of INDIGESTION with

3 Tablets of



Magnesium Perhydrol

"MERCK"

Relieves the distressing symptoms of nausea, heart-burn, flatulence, and all other stomach troubles. Your doctor recommends it.

From all chemists and stores in powder and tablets

Is It REALLY RUNNING?

That's the question every woman asks the first time she sees the New Silent Kelvinator

SO SILENT is the new 1929 Kelvinator that even when standing close by, you cannot detect whether the mechanism is running. Scores of women who have inspected the new unit are delighted with its smooth, silent performance.

Call and make the test yourself. Then note the other advanced features of the New Silent Kelvinator, including the new flexible rubber tray for instant removal of ice cubes, automatic cold-keeper and artistic, sturdy cabinets.

THE RELIABLE KELVINATOR

Agents—REISS, MASSEY & Co., Ltd. EXCHANGE BUILDING. Tel. C. 673.

Now Being Exhibited at—

WHITEAWAY, LAIDLAW & CO., LTD. FURNISHING DEPARTMENT.

AND AT

THE HONGKONG ELECTRIC CO. SHOWROOM.

HONGKONG BANK.

A NET PROFIT OF OVER \$17,000,000.

The report of the Board of Directors of the Hongkong and Shanghai Banking Corporation states:—

The net profits for the year, together with \$3,397,812.89, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts and contingencies, amount to \$17,546,022.46.

The Directors have transferred \$5,000,000 @ 2% = \$500,000 from the Silver Reserve to the Sterling Reserve.

They recommend the transfer of \$500,000 from the Profit and Loss Account to the Silver Reserve.

Including these transfers the Reserve Funds will stand as follows:—

Sterling Reserve \$5,500,000.

Silver Reserve \$9,500,000.

They also recommend writing off Bank Premises Account the sum of \$750,000.

After making these transfers, deducting the Interim Dividend of £1 per share, paid on 6th August last, viz.—£480,000 @ 1/11% = \$4,981,021.62, and remuneration to Directors, there remains for appropriation \$11,264,400.84, out of which the Directors recommend the payment of a Final Dividend of £1 per share, viz., £480,000 and a Bonus of £1 per share, viz., £160,000, amounting in all to £640,000 which, at 1/7½, the rate of the day, will absorb \$7,876,923.08.

The Balance \$3,397,477.76 to be carried to New Profit and Loss Account.

The Sterling equivalents of the Assets and Liabilities are shown at 1/7½, the rate ruling on the last day of the year.

A Sub-Agent of the Bank was opened at Muar, Johore, Malay States on 1st January, 1930.

Directors.

Mr. J. A. Plummer has been elected Chairman for the year 1930, and Mr. C. G. S. Mackie has been elected Deputy Chairman.

During the year Mr. Neilage S. Brown, Mr. T. G. Weall and Mr. C. G. S. Mackie resigned their seats on leaving the Colony and Mr. J. P. Warren, Mr. T. H. R. Shaw, Mr. M. T. Johnson and Mr. T. E. Pearce were invited to join the Board.

Mr. M. T. Johnson resigned his seat on the return to the Colony of Mr. C. G. S. Mackie who was invited to rejoin the Board. These appointments require confirmation at the meeting.

Mr. W. L. Patenden, Mr. A. H. Compton and Mr. B. D. F. Beith retire in rotation, but being eligible for re-election, offer themselves accordingly.

The Directors very much regret to have to record the death last February of their colleague Mr. H. P. White.

The Accounts have been audited by Mr. C. Bernard Brown, A.C.A., and Mr. John Fleming, C.A., who offer themselves for re-election.

THE NEW STORE FOR

SILKS

OPENING SALE NOW ON

SOME OF OUR BARGAINS—

LADIES'

Crepe de Chine Hand Embroidered

Undies (3 P. Set).....\$15.00

do do Pyjamas.....\$ 7.50

MEN'S

Best Quality Silk Shirts.....\$ 3.00

do do Pyjamas.....\$ 6.00

THE TAJAMAHAL SILK STORE

5, Flower Street

(Opposite China Mail)

TREATY MATTERS.

THE SINO-BRITISH DISCUSSIONS.

Nanking, Feb. 7.

Dr. C. T. Wang in a statement says some progress has been made in the Sino-British negotiations regarding extraterritoriality, but no decisions have been reached concerning the Boxer Indemnity fund or Weihaiwei, as Sir Miles Lampson has not received instructions thereon from London.—*Reuter*.

Japan and Tariffs.

Tokyo, Feb. 7.

Official circles confirm reports from Nanking that Sino-Japanese tariff agreement is expected. The tariff agreement will be concluded before general questions of treaty revision and extraterritoriality are taken up, and will recognise China's tariff autonomy, including acceptance of the new gold unit for Customs collections, and will also include a conventional tariff schedule making mutual concessions.

It is likely Japan will send a special commissioner to China, when the time arrives, to negotiate on extraterritoriality and other such vital matters, which are deemed too important to be handled by the Charge d'Affaires.

In view of China's refusal to agree to the appointment of Mr. Ohta as Minister, no new appointment to that post will be made, but it is likely that a high-ranking diplomat will be sent on a special mission concerning extraterritoriality and other issues.—*Reuter*.

Amongst the Stars!

DUNLOP TENNIS BALL

has been selected for over 750 Championship events during the present season including 18 Davis Cup Ties

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The Choice of the World's best Players

FRANCE
Davis Cup Matches France v. Belgium and 211 others

ENGLAND
66 Championships and Tournaments

SCOTLAND
National Championships and 14 others

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Davis Cup Matches, National Championships & 10 others

SWEDEN
Davis Cup National Champs. and 9 others

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Davis Cup Matches, National Championships & 24 others

DENMARK
Davis Cup and 4 others

BRAZIL
National Champs. Officially adopted

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Officially adopted

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National Champs. & 11 others

HOLLAND
Davis Cup Matches National Champs. Holland v. France and 41 others

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Davis Cup Matches National Champs. and 38 others

NEW ZEALAND
National Championships and all International Events and 5 Tournaments

AUSTRIA
Davis Cup Matches National Championships and 26 others

SOUTH AFRICA
Davis Cup Officially adopted by four L.T.A.'s and 2 others

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Tangier Championships

DANZIG
Officially adopted

EGYPT
Professional Champs. and 3 others

INDIA
Bombay, Gymkhana, India Championships & 13 others

SPAIN
Davis Cup Matches, National Championships Officially adopted

IRELAND
Davis Cup Matches, National Championships & 38 others

ARGENTINE
National Championships and 5 others

SWITZERLAND
Davis Cup & 10 others

CZECHOSLOVAKIA
Davis Cup Matches National Championships and 33 others

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Davis Cup Matches, All National and International Events and 10 others

\$10.00 per dozen.

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AN ACHIEVEMENT IN PRODUCTION!

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ALSO PACKED IN 10'S AND 20'S

THREE CASTLES CIGARETTES

CHALLENGE

QUALITY

TO-DAY'S WANTS

25 WORDS — ONE DOLLAR

(\$1.50 IF NOT PREPAID)

The following replies have been received:—

544, 645, 547, 550, 556, 534, 566, 592, 595
598, 618, 627.

POSITION WANTED.

POSITION WANTED.—Britisher, Ex-Public Schoolboy shortly returning permanently to London, will act as agent or salesman in England for local firms. Advertiser has some experience in placing curios, ivories, etc. Firms interested please write Box No. 628, "Hongkong Telegraph."

SITUATIONS VACANT.

WANTED.—Expert male Stenographer for Indo China. Reply Secretary, P. O. Box 22.

WANTED.

WANTED.—Matched at Repulse Bay. Good price will be paid for same. Write Box No. 625, "Hongkong Telegraph."

FOR SALE.

Offers invited for DESIRABLE RESIDENCE in Peak District (near Motor Road). Furnished or unfurnished; Modern Sanitation; Four Large Rooms with Enclosed Verandahs; Two Bathrooms, Pantry, Drying Room, etc., etc. Write:—Box No. 564, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

GODOWN TO LET.

A Godown at Whitfield Road consisting about 2,500 sq. ft. next to Kwong Sang Hong Glass Factory. Please apply to Kwong Sang Hong Ltd.

NOTICE.

The First Annual Dance of The Hongkong Hockey Club, will be held at Lane Crawford's Restaurant on Thursday, February 27th, 1930, commencing at 9 a.m. Members of the Club desiring tickets, should apply to the Secretary of the Dance Committee, Mr. G. B. R. Divett, General Office Messrs. A. S. Watson & Co., Ltd., or to Mr. G. A. L. Plummer, of The Union Insurance Society of Canton, Ltd.

MASSEUR R. SHIMIDZU.
ASSEUSE S. HONDA.
ASSEUSE S. KIBAKI.

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can be left any day
with Mr. Grenham at the
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TELEPHONE C. 1.....CABLES.....TELEGRAPH, HONGKONG.

New Advertisements

HONG KONG TELEPHONE
COMPANY, LIMITED.

AUTOMATIC TELEPHONE
SYSTEM.

DEMONSTRATION MODEL.

A demonstration set, showing the operation of the automatic switches during the progress of a call, and demonstrating the various tones received at each stage, has been installed in the main lounge of Lane Crawford's Cafe, and telephone users are earnestly requested to avail themselves of the opportunity of becoming conversant with the method of operation by paying a visit to this working model where officers of the Company will be in attendance to explain the functioning of the switches, and the meaning of the different tones.

J. P. SHERRY,
Manager.

HONGKONG & SHANGHAI
BANKING CORPORATION.

Notice is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at City Hall, Hong Kong, on Saturday, the 22nd February, 1930, at 11.30 a.m. for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December, 1929.

The Register of Shares of the Corporation will be closed from Monday, the 10th February to Saturday, the 22nd February, 1930, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. C. HYNES,
Chief Manager.

Hongkong, 3rd February, 1930.

THE "STAR" FERRY CO., LTD.

Notice to Shareholders.

NOTICE IS HEREBY GIVEN THAT THE THIRTY-SECOND ORDINARY YEARLY MEETING OF THIS COMPANY will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on Friday, the 14th February, 1930, at 11 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1929.

The Register of Shares of the Company will be CLOSED from Friday, the 7th February, 1930, to Friday, the 14th February, 1930, both days inclusive.

By order of the Board of Directors,
F. H. CRAPPELL,
Secretary.
Hongkong, 3rd February, 1930.

CHURCH NOTICES.

Fifth Sunday After
Epiphany.

LOCAL SERVICES.

St. John's Cathedral, Hongkong
February, 9th 1930. Fifth Sunday after Epiphany. Choral Eucharist, 8 a.m. Holy Communion (Peak Church), 8 a.m. Children's Service, 10 a.m. Sunday School at Peak School, 10 a.m. Matins and Sermon, 11 a.m. Preacher: Rev. W. R. Cannell. Evensong 6 p.m. Preacher: Rev. H. V. Koop. The band of the K.O.S.B. will play at Evensong.

Wesleyan Methodist Church, Queens Road, East. Sunday Services: Morning 10.15 a.m. Preacher: Rev. Edgar Dewstowe. Evening 6 p.m. Preacher: Rev. Edgar Dewstowe. Sunday School 3 p.m. Sailors and Soldiers Home Sunday 3 p.m. Mens Bible Class (Mr. Smiths) Sunday 8.15 p.m. Service Mens Hour. Monday 3 p.m. Meeting of Ladies Church Aid. Wednesday 8.30 p.m. United Fellowship Meeting.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "Spirit." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

NOTICE.

FIRST CHURCH OF CHRIST
SCIENTIST, HONGKONG.

ANNOUNCES A

FREE LECTURE

ON

CHRISTIAN SCIENCE

By
Hon. WILLIAM E. BROWN,
C.S.B.

of Los Angeles Cal.
Member of the Board of Lectureship of The Mother Church,
The First Church of Christ,
Scientist, in Boston, Massachusetts.

In the Old Chamber of Commerce

Room,

City Hall.

TUESDAY

FEBRUARY, 11th, 1930,

At 5.45 p.m.

The Public is cordially invited to attend

THE SOMERSET LIGHT
INFANTRY GYMKHANA

at

STEEPLECHASE COURSE

KWANTI

SUNDAY, 9th FEBRUARY, 1930

First Race 2.30 p.m.

Open to the Public

Admission Free.

Special train leaves Kowloon, 1 p.m.

Return 6.27 p.m.

Price \$1.40 1st Class Return
Price .00 2nd Class Return.

TRINITY COLLEGE OF
MUSIC, LONDON.

LOCAL EXAMINATIONS

First week June 1930

The Last Day of Entry for
forthcoming Examinations in
THEORY and PRACTICAL
Will be 22nd February

Local Secretary:—

WM. ANDERSON,

c/o Anderson Music Co., Ltd.,
from whom the current regulations
may be obtained.

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PERMANENT WAVING

By Miss M. K. K.
The very latest method
2 HOURS. Trained Beauty Parlour
ONLY. Kowloon. Tel. C. 2105.

Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions from the Far East Photomation Corporation Ltd. to sell by Public Auction.

On **TUESDAY,**
the 11th February, 1930,
commencing at 11 a.m.

at No. 38, Queen's Road Central
(Ground Floor).

A Quantity of Shop Fittings,
comprising:—
Show cases, Cash desks, Sinks,
Electric fittings, etc., etc.

On View from Monday, the 10th
February, 1930.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **Wednesday,**
the 12th February, 1930,
commencing at 2.30 p.m.

at No. 13, Broadwood Road
"Ridge House"

A Quantity of Valuable Blackwood
and Household Furniture,
(particulars from Catalogues)
On View from Tuesday, the 11th
February 1930.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, from K. S. Morrison, Esq.

on **Friday,**
the 14th February, 1930,
commencing at 10.30 a.m.

at No. 460, The Peak, Barker Road
A Large Quantity of Valuable
Household Property

comprising:—
Teak Hatstand, Chesterfield
Couch and Armchairs, Glass
Cabinet, Teak Pedestals, Statues,
Card Table, Brass Ornaments,
Pictures, Curtains, Carpets, Brass
Fenders, etc.

Teak Dining Table, Sideboard,
Dinner Waggon, Tables, Desk,
Screens, Community Plate Cutlery,
Crockery, Glass Ware, Ceiling and
Table Fans, Electric Fittings, etc.
Teak Bedstead, Teak Wardrobe
with Glass Doors, Teak Dressing
Table, Teak Chest of Drawers,
Sewing Machine, Enamel Bath,
Porcelain Basin, Cooking Stove,
Kitchen Utensils, etc.

also
One Cabinet Victrola, One White
Frost Refrigerator, One Fairbank
Scale, Aviary Plants in Pots, etc.
and

A Quantity of Blackwood
Furniture.

Terms:—Cash on Delivery.
On View from Wednesday,
the 12th February 1930,
Catalogues will be issued.

LAMMERT BROS.,
Auctioneers.

BY ORDER OF THE
VENDOR.

Particulars of the Valuable
Leasehold Property Situate at

Shau-Ki-Wan in the Colony of
Hongkong

to be sold by

Public Auction

on

Friday the 14th,
February, 1930

at 3.30 p.m.

at their Sales Room,
Duddell Street.

Shau-ki-wan Inland Lot Nos. 510,
511 & 512. For further particulars
apply to the undersigned.

Lammert Bros.,
Auctioneers.

ST. STEPHEN'S COLLEGE,
STANLEY.

School will re-open on Monday,
February 17th at 9 a.m. at Stanley.
School prospectuses may be
obtained from Mr. Li Hoi Tung,
Manager, Messrs. Banker & Co.,
Bank of China Building, Queen's
Road Central. NEW STUDENTS
will be received by the Warden at
the offices of Messrs. Banker and
Co., Bank of China Building, on
Friday, February 14th, at 9 a.m.

MRS. MOTONO

HAND & ELECTRIC

MASSAGE

No. 31B, Top Floor, Wyndham St.

Hongkong.



Scene from Paramount's Special "The Rough Riders," starring Charles Emmett Mack and Mary Astor, which will have its final showing to-day at the Majestic Theatre, Kowloon.

POST OFFICE NOTICE

RADIO NOTICES.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. and O. Building in Des Voeux Road, next to the General Post Office. Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS.

From	Due
U.S.A. (San Francisco 10th Jan.)	Pres. Harrison February 8.
Honolulu, Japan and Shanghai	Diakert February 8.
Manila	Sun Ning February 9.
Shanghai and Swatow	Coblentz February 9.
Shanghai	Aenas February 9.
Suez and Straits	Pres. Grant February 9.
Manila	
U.S.A. (San Francisco 17th Jan.)	Pres. Lincoln February 10.
Honolulu, Japan and Shanghai	
Europe via Negapatam, papers only	Kutsang February 10.
London 9th January	Shirala February 10.
Amoy	Chungko February 11.
Australia and Manila	General Metzinger February 11.
Japan and Shanghai	Alipore February 11.
Straits	
U.S.A. (Seattle 25th Jan.) Japan	Pres. Cleveland February 14.
and Shanghai	Karmala February 14.
Shanghai	
Europe via Suez (letters and papers,	
London 16th January and parcels,	
9th January)	Kalyan February 14.
U.S.A. (San Francisco 22nd Jan.)	
Honolulu, Japan and Shanghai	Taiyo Maru February 17.
Japan and Shanghai	Kitama Maru February 21.
Japan	Hawaii Maru February 21.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the times given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Date and Time
Manila	Pres. Harrison Sat., Feb. 8, 5 p.m.
Shanghai, Dally and *Europe via	
Siberia	Liangchow Sat., Feb. 8,
	Registration 5 p.m.
	Letters 6 p.m.
Swatow, Amoy and Formosa	Hozan Maru Sun., Feb. 9, 9 a.m.
Bangkok via Swatow	Kwangchow Sun., Feb. 9, 9 a.m.
Straits	Bellerophon Mon., Feb. 10, 2.30 p.m.
Swatow	Hydrangea Mon., Feb. 10, 2.30 p.m.
Amoy	Antung Mon., Feb. 10, 5 p.m.
Salon, Honolulu, *U.S.A., *Canada,	Nam Chang Mon., Feb. 10, 5 p.m.
*Central and *South America and	
*Europe via San Francisco	Pres. Grant Mon., Feb. 10,
	Parcels 3 p.m.
	Registration 4.15 p.m.
	Letters 4.30 p.m.
(Due San Francisco 5th March)	
Shanghai and *Europe via Siberia	Pres. Grant Mon., Feb. 10,
	Registration 5 p.m.
	Letters 5.30 p.m.
Fort Bayard, Holhow, Pakhoi and	
Haiphong	Tonkin Tues., Feb. 11, 1.30 p.m.
Swatow, Amoy and Foochow	Hai Ning Tues., Feb. 11, 2 p.m.
Salon, *Straits, Ceylon, India,	
Mauritius, East and South Africa,	
Aden, Egypt and Europe via	
Marseilles	General Metzinger Tues., Feb. 11,
	K.P.O. 1 p.m.
	Registration 1 p.m.
	Letters 1.15 p.m.
	G.P.O. 1.45 p.m.
	Registration 2.30 p.m.
	Letters 2.45 p.m.
(Due Marseilles 14th Mar.)	
Swatow	Foo Shing Tues., Feb. 11, 5 p.m.
Amoy	Kutsang Tues., Feb. 11, 5 p.m.
*Shanghai and *Japan	Siberia Maru Wed., Feb. 12, 8.30 a.m.
Shanghai, Japan, Canada, U.S.A.,	
*Central and South America and	
*Europe via Vancouver B.C. and	
*Europe via Siberia	Empress of Russia Wed., Feb. 12,
	Parcels Feb. 11, 5 p.m.
	Registration Feb. 12, 9.15 a.m.
	Letters 10 a.m.
(Due Vancouver, B.C. 1st Mar.)	
Straits and Calcutta	Hongkong Wed., Feb. 12,
	Parcels noon.
	Letters 1 p.m.
Amoy	Tai Yuan Wed., Feb. 12, 3.30 p.m.
Holhow, Pakhoi and Haiphong	Chenchiu Thurs., Feb. 13, 8.30 a.m.
Swatow, Amoy and Foochow	Chenchiu Fri., Feb. 14, 1 p.m.
Japan and *Victoria B.C.	Tyndarus Sat., Feb. 15, 10 a.m.
	(Due Victoria 11th March).

*Superscribed Correspondence only.

"JACK THE RIPPER"
SEEN.WOMAN VICTIM AFRAID TO
TELL THE POLICE.

Berlin, Jan. 5.
Once more the "vampire" of
Dusseldorf has been seen—or so
one of his surviving victims, Frau
Meurer, alleges. The incident
does not appear to bring his arrest
any nearer, however.
On December 27, according to
Frau Meurer's story, she came out
of a chemist's shop and found
herself face to face with the
villain, dressed as she had last
seen him, in a dark suit and a soft
black hat. He bolted down the
street and jumped on to a tram-
way car, looking back to see if he
was followed.
Instead of telling the police, of
whom she has a nervous dread

CREDIT FONCIER D'EXTREME-
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"PEAK MANSIONS"
Six-roomed and Five-roomed
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Prince Edward Road,
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Detached and Semi-detached
villas. Modern construction
with garage.

"Cambay Buildings"
Flats with modern conveniences.

ever since she had to describe her
terrible experiences to them, Frau
Meurer went home, and the story
first became public a few days ago
in a local paper.

Here's a Hot One!
TWO BLACK CROWS
 in **HADES**
Their Funniest Yet!
Columbia
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IN HADES

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Also Two Black Crows

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THOS. COOK & SON, LTD.1st Floor Pedder Building Hongkong.
Cable address: "COUPON" Tel. C. 524 & C. 525**Because Life Is Uncertain**

"HE that hath wife and children," wrote Sir Francis Bacon, "hath given hostages to fortune." Because life is uncertain let a Manufacturers Life policy secure the future of loved ones. And remember, too, that life insurance will guarantee independence, and so add years of contentment to your life by lessening financial worries.

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MANUFACTURERS LIFE

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HEAD OFFICE . . . TORONTO, CANADA.

Special Representative

Mr. E. J. R. MITCHELL

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c/o Ch. Bank Building, Hongkong. Tel. C. 120.

LOCAL RADIO.**PROGRAMME FOR THE WEEK-END.**

Dance music will be broadcast by ZBW, to-night, being preceded by an experimental transmission from 7 p.m. to 9 p.m. The service from Union Church will be relayed to-morrow morning, the full programmes for the week-end being as follows—

To-day's Programme.

11.00-11.30 a.m. Commercial news.
 12 noon to 1 p.m. Demonstration programme.
 1.48 p.m. Weather report.
 7.00-9.00 p.m. Experimental transmission.
 9.00-10.30 p.m. European programme (Dance). Programme of Victor records by courtesy of Messrs. Tsang Fook Piano Co.
 9.00 p.m. Miniature Concert Party.
 Dance music.
 9.30 p.m. To A Wild Rose.
 To A Water Lily. (MacDowell).
 Dance music.
 10.00 p.m. Among My Souvenirs.
 Diane. (Crawford).
 Dance music.
 10.30-11.30 p.m. Chinese programme.
 11.30 p.m. Close down.

To-morrow's Programme.

10.50 a.m.—12.00 noon. Morning Service relayed from Union Church.
 Voluntary.
 Hymn, "From Thee all skill and science flow."
 Prayer.
 Lord's Prayer.
 Hymn, "Lead us, heavenly Father, lend us."
 The Lesson.
 Children's Address.
 Hymn, "God of heaven, hear our singing."
 Silent Prayer.
 Prayer.
 Hymn, "Take my life, and let it be."
 Sermon—Rev. J. Foster.
 Offertory.
 Hymn, "Holy Father, in Thy mercy."
 Benediction.
 The National Anthem.
 Voluntary.
 At end of Church Service there will be a Chinese programme until 1 p.m.
 1.48 p.m. Weather report.
 9.00 p.m. European programme of Victor records by courtesy of Messrs. Tsang Fook Piano Co.
 "Egmont Overture," (Beethoven, Op. 84).
 Victor Symphony Orchestra.
 "Loulou-Depuis Le Jour" (Never Since the Day), (Charpentier).
 "Resurrection—Dieu de Grace" (Prayer) (Alfano).
 Mary Garden.
 "Huldigungs March," (Wagner), London Symphony Orchestra.
 "Boris Godunow—Death of Boris," (Moussorgsky).
 "Boris Godunow—Farewell of Boris," (Moussorgsky).
 Feodor Chaliapin.
 "At the Brook," (Boulevard).
 "Wind Amongst the Trees," (Briccialdi).
 Clement Barone.
 "Tales of Hoffman—Les Oiseaux Dans La Charnelle," (Doll Song).
 "Mignon—Polonaise—Je Suis Titania," (I'm Fair Titania), Marion Talley.
 "Ballade in G Minor," (Chopin, Op. 23).
 Alfred Cortot.
 "Cielite Lido," (Beautiful Sky).
 "Carmela," (Dusolina Giannini).
 "I Call Upon Thee, Jesus," (Bach).
 "Prelude in E Flat Minor," (Bach).
 Philadelphia Symphony Orchestra under the Direction of Leonard Stokowski.
 "Don Juan—Minuet," (Mozart).
 "1. Le Tambourin," (Jean Philippe Rameau).
 "2. Le Couron—Rondo," (Claude Lacombe).
 Wanda Landowska.
 "1. La Fille Aux Cheveux De Lin," (The Maiden with Flaxen Hair).
 "2. Scherzo—Impromptu." (Debussy).
 "Waltz (La Plus Que Lente-Valse)," (Debussy).
 Jascha Heifetz.
 "The Sands Of Dee," (Chas. Kingsley-Fred Clay).
 "Punchinello" (F. E. Weatherly—J. L. Meloy).
 Reinald Warrenrath.

Despondent Women

most often will find the root of their trouble in simple functional causes. For example, absence of daily regularity has a depressing influence on the spirits besides being injurious to the whole system.

As a speedy aid for this trouble Pinkettes, the dainty little laxatives, are of the greatest value. Taken when necessary they restore and ensure daily intestinal activity, gently stimulate the liver, banish sick headaches, bilious attacks, flatulence, dizziness, clear the skin of pimples and blotches, purify the breath, keep you well. Of chemists everywhere, Pinkettes, 60 cents per box.

CINEMA NOTES.**CROOK PLAY IS LATEST HAINES PICTURE.**

"Alias Jimmy Valentine," William Haines' latest starring vehicle, and Metro-Goldwyn-Mayer's first talking picture, opens a three-day engagement at the Queen's Theatre to-morrow. The film is adapted from the famous crook play of Paul Armstrong which set the standard for productions of its type when it played on Broadway.

An unusually strong supporting cast surrounds the star. Lella Haines picked by Henry Clive, the artist, as the most beautiful blonde in Hollywood, has the leading feminine role. Karl Dane and Tully Marshall play the parts of Haines' fellow safe crackers, and Lionel Barrymore is cast as the detective who is always trailing the adventurous trio. This is Haines' first "straight" dramatic role, since he has achieved stardom. Usually he is associated with the breezy, wise-cracking type of modern youth and his plays are usually vehicles of laughter first of all. While "Alias Jimmy Valentine" has comedy scenes and lines, it is the tense story that holds the attention all the way.

The picture tells of the crackman who finally determines to go straight. He goes to a small town, gets a job in a bank, and gradually wins himself position and the heart of the bank president's daughter. The story reaches a thrilling climax when his sweetheart's young sister is locked in the bank's vault. Haines knows that his sandpapered fingers can open the vault, but he also realizes that the act will reveal him as what his pursuing nemesis, the detective Doyle, has accused him of being the master crackman. What he does makes a fascinating seeing, and the picture has an unusual ending. It was directed by Jack Conway.

"The Rough Riders"

Great pictures have that intangible something called spirit. Sometimes the quality that lifts a production from mediocrity into fame is love. Sometimes it's war. Often it is both, combined with the elements of humour and drama lifted to a zenith of popularity by the sterling performances of the players. Taken altogether, this is a meagre description of "The Rough Riders" which is now showing at the Majestic Theatre, Kowloon.

There is humour bound up bodily with this magnificent story, and to Noah Beery and George Bancroft goes much of the credit for characterizations of strength and fun that are finely native and genuine. Fred Kohler, the hard-boiled top-actress, gives an able performance. Frank Hopson as Roosevelt is a revelation. Col. Fred Lindsay as Leonard Wood is every inch the soldier and a gentleman.

Excellent Value

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Shoes for MEN.



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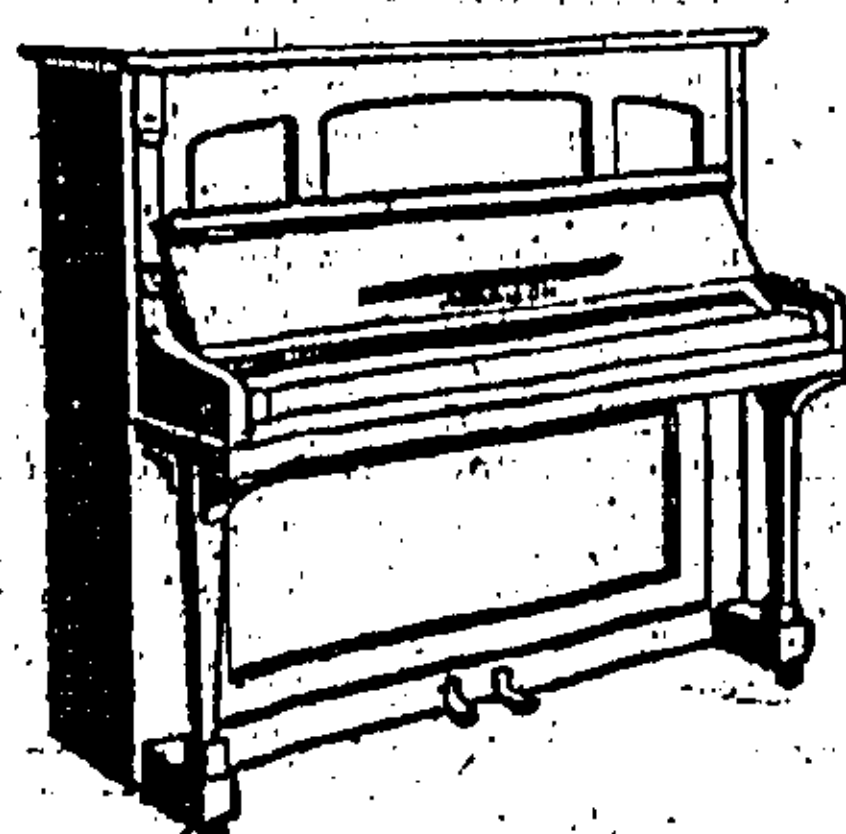
LOTUS and DELTA SHOES

are reliable shoes made from the finest quality leathers by expert workmen.

LANE, CRAWFORD, Ltd.
Men's Wear Stylists.

YOU NEED A PIANO!

Well, come and select a

MORRISON

the only piano in the East with a

TEN YEAR GUARANTEE.

No big outlay is necessary, as terms can be arranged to suit everyone.

TSANG FOOK PIANO COMPANY.

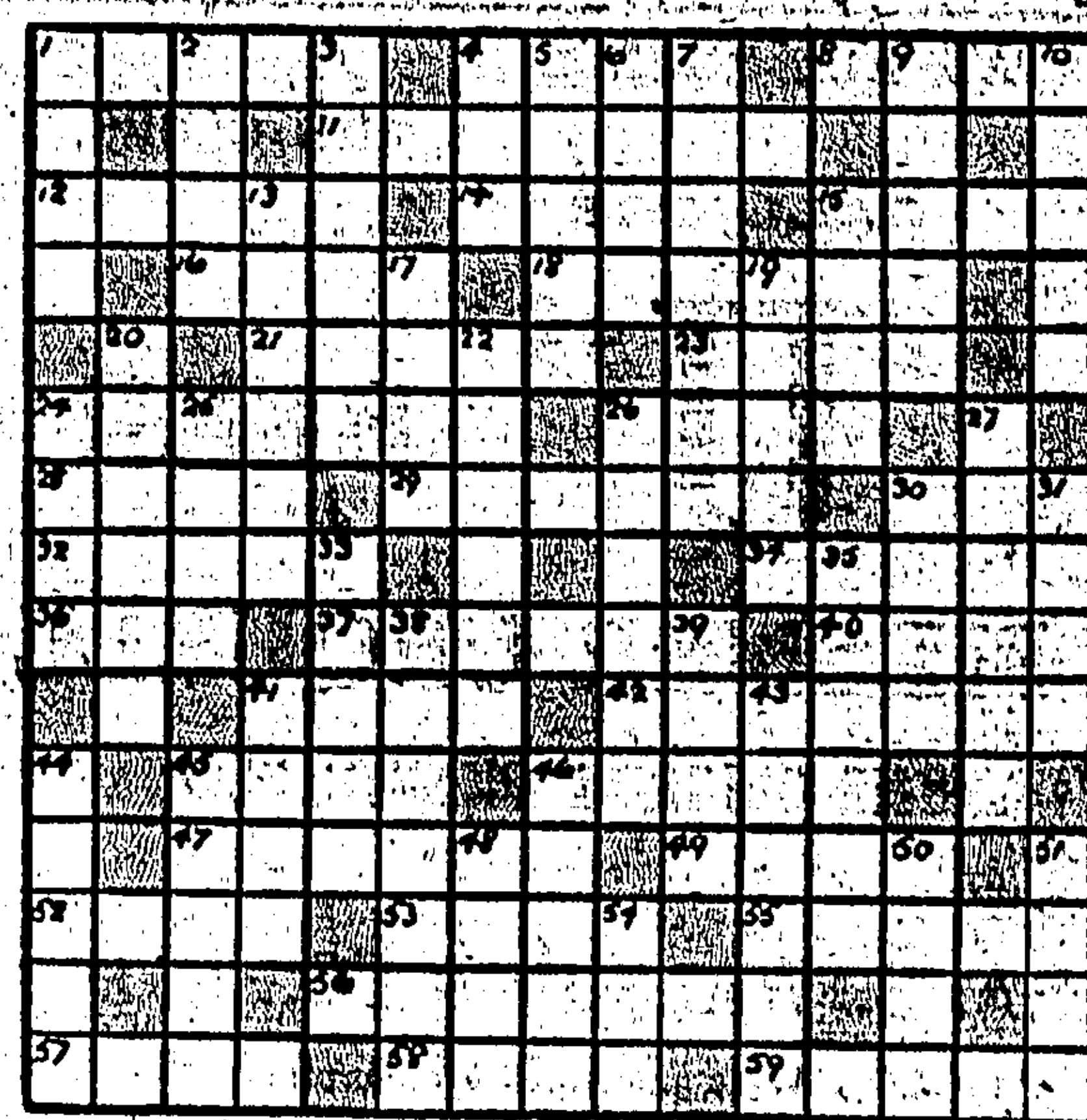
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- 15 Measure of length.
- 16 In old time.
- 18 Sail back.
- 21 Created by law.
- 23 Confederate.
- 24 Globular bodies.
- 25 Old.
- 28 Public conveyance.
- 29 Plunderer.
- 30 Barrel.
- 32 Deserves.
- 34 Colour slightly.
- 36 Has a crust.
- 37 Involuntary trembling.
- 40 An inert gas.
- 41 Antagonists.
- 42 Section.
- 45 Sluggard.
- 46 Sepulchral slab.
- 47 Vegetable.
- 49 Sorts.
- 52 Boast.
- 53 Clamorous.
- 55 Capture.
- 56 People.
- 57 Legal claim.
- 58 Observed.
- 59 Rustic.

Down.

- 1 Forbid.
- 2 Political party.
- 3 One who scores.
- 4 Scatter seed.
- 5 Spin.
- 6 Margin.
- 7 Communication.

Or Meritly.

- 10 Submit.
- 13 Grave.
- 15 Placid.
- 17 Bore.
- 19 Nimble.
- 20 Overstrain.
- 22 Spoken to be unheard.
- 24 Pace.
- 25 Swift-running animal.
- 26 Nearly.
- 27 Hence.
- 30 Legal joint.
- 31 Gentleman.
- 33 Fat.
- 35 Occupant of a hospital.
- 38 Feast.
- 39 Slagger.
- 41 Whip.
- 43 Lustrous.
- 44 Defamatory statement.
- 45 Sudden heavy flood.
- 46 Violent attack.
- 48 Lacerated.
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The Hongkong Telegraph.

SATURDAY FEBRUARY 8, 1930.

THE McKENNA DUTIES.

Considerable speculation appears to be taking place at Home whether Mr. Snowden will, after all, repeal the McKenna Duties. Just before Christmas, the Chancellor of the Exchequer made a statement on the subject which was designed to relieve the uncertainty felt by motor manufacturers, but the most that he said was that if the duties were repealed, there would be, as in 1924, the usual drawbacks on exports. On the point as to whether the duties would be actually wiped out, Mr. Snowden was silent, taking his stand on what he described as the invariable rule that Budget decisions cannot be anticipated. There the matter has been left, but we shall not have to wait long for the Government's final decision.

It is of interest to note that on this matter there is considerable divergence of viewpoint. We might have expected Free Traders to endorse the suggestion that the McKenna Duties be repealed, but in actual fact we find that there is a considerable body of Liberal opinion which is decidedly against such a step at the present juncture. The Nation, speaking for these Liberals, and as a journal which on general principle believes in Free Trade, thinks that it would be the height of folly and utterly indefensible to touch the McKenna Duties. It even goes so far as to say that it would be most unfortunate if the impression were to get abroad that Free Trade opinion would be solidly in favour of repeal, under present economic conditions, would do wanton mischief to trade and employment, and would do irreparable damage to the Free Trade cause. Anticipating the argument that the repeal of the duties would fortify Free Trade and scotch the possibility that Protection might gradually spread itself throughout the nation's fiscal system, this journal conceives that it would, on the contrary, stimulate Protectionist agitation, and, if the immediate effects of repeal proved injurious, it might lead by way of reaction to the establishment of a considerably more extended tariff system than is at present operative. Developing its viewpoint, the Nation thinks that on financial grounds it would be foolish to drop the duties, as Mr. Snowden will be in no position in his coming Budget to throw away any part of his existing revenue, and then goes on to suggest that repeal would lead to something fairly deserving the

name of dumping from the United States. The motor-car industry is cited as one in which America has specialised, and it is contended that if the duties were removed, Britain would have to face fierce competition, and the outcome would be complete dislocation of the British industry and a decided addition to the number of unemployed.

That is the industrial angle. On the economic side, it is suggested that it is foolish to do things which are likely to be mischievous in their results, and that it is absurd to claim for economic principles the dignity of categorical imperatives. The whole purpose of economic principles, it is contended, is to indicate generally what should be done in order to obtain good results, and it is the sheerest pander to suppose that it is in some way virtuous to follow them when they will produce bad results. These submissions are interesting, but it does seem to us that they can be applied with equal force to the desirability of introducing full-blooded Protection. The point to be kept in mind, however, is that they apparently represent a considerable bulk of Liberal opinion, and, that being the case, Mr. Snowden may encounter unexpected opposition if he endeavours to repeal these particular duties.

U. S. Naval Offer.

The American delegation to the London Naval Conference has made its first publicly disclosed contribution to a solution of the naval problem in a bid for an agreement between Britain, America and Japan. The statement issued by Mr. H. L. Stimson is brief but well balanced and it represents, we are told, the limits of a possible agreement, which means, we presume, that no hopes of more drastic reductions than those proposed are seriously entertained. We should however be thankful that so much should be regarded as possible, or, to put the position at its lowest, that the American proposals should be regarded as sufficiently sound to form a basis for discussion. That there are difficulties ahead is obvious. Britain has submitted her own views, which do not differ materially but are aimed to embrace all five Powers. Japan has been unable to reconcile her vital interests with the American suggestions in regard to the future of her Navy, even while it is admitting that concessions have been made since the Washington conversation at the end of last year. Japan is not wantonly raising difficulties. Comment of this kind is to be deprecated. It should be borne in mind constantly that the purpose of the conference cannot be achieved if the nations represented attempt to bury difficulties. The task is to reconcile them. How easy this can sometimes be if the issues are tackled in the right spirit is shown by the American solution to the Anglo-American cruiser problem. When Mr. Ramsey MacDonald returned to England from Washington with three large cruisers hanging over his head, so to speak, it was freely stated that an agreement in their respect might easily present an insurmountable obstacle to success. The solution, now that it appears, is so obviously a just and right one that the inclination is to wonder why it was not thought of before. If America wants eighteen large cruisers she renounces 42,000 tons of smaller ships. Britain can have a similar number of 10,000-ton vessels if she does likewise. Another interesting suggestion is that battleship parity should be achieved in 1931. Instead of 1942 by the scrapping of certain ships. If an agreement can be reached on this question, it will be warmly welcomed. Japan seems unfavourable, but as far as we can see, only on the score that the post-Washington building programmes were based on the prospective balance in 1942, and that considerable readjustment would be required. It has been hoped that considerable readjustment will be required in any event as a result of the present conference, and a little extra effort should not offer material difficulty.

DAY BY DAY.

BE THOROUGH. WHATEVER YOU DO, DO IT AS WELL AS YOU CAN. PUT YOUR WHOLE HEART AND SOUL INTO IT.—King George.

A warrant has been issued for the arrest of A.B. Harold Edwards, who has absented himself from H.M.S. Suffolk since February 4.

His Excellency the Officer Administering the Government has reappointed Mr. D. L. King to be Deputy Superintendent of the Police (Reserve) on his return from leave.

Lam Ping (16), of No. 53, First Street, first floor, was admitted to hospital at about 11 p.m. yesterday, suffering from injuries to his head, caused by accidentally falling downstairs.

His Excellency the Officer Administering the Government has appointed Mr. Sydney Ashworth to be an Assistant Government Marine Surveyor (Engine Surveyor), Harbour Department.

Yesterday in his private chapel, the Bishop of Victoria licensed the Rev. Richard Henry Vaux Brougham, M.A., as Chaplain to the Missions to Seamen in Hongkong. Mr. Brougham is acting in the absence of Rev. G. T. Waldegrave.

Ball of \$500 was estimated by Mr. Whyte Smith at the Kowloon Magistrate's this morning when a married woman of 358, Shanghai Street failed to answer charges of being in possession of two tins of prepared opium and 13.5 tins of raw opium.

The Government has accepted the following tenders: Messrs. A. Salmon & Son, for rattan furniture, settees, \$16.50 each; chairs, \$8.50 each; tables, \$8.00 each; Messrs. Hop Kee of 37B, Connaught Road Central, for the supply of prisoners' provisions.

Madame Sun Fo, wife of the Minister of Railways, is now on a visit to Canton. It is learned that Madame Sun's present trip to the city is to see her relatives and her large circle of friends, in addition to visiting her two children in Lingnan University.

Fung On, a merchant, residing at No. 19, Main Street Shaukiwan, has reported to the police that his concubine was walking between Causeway Bay and the Leo Theatre about noon on Thursday, when she lost a gold diamond bangle, valued at \$135.

There has been added to the list of medical practitioners the names of Dr. J. E. H. Cogan, Bachelor of Medicine and Surgery of the University of Glasgow, and Dr. A. J. Skinn, Bachelor of Medicine and Surgery of the University of Edinburgh.

The King's Exchequer empowering Commendatore Emilio Manfredi to act as Consul-General for Italy at Hongkong has received the signature of His Majesty the King, accordingly, the said Commendatore Emilio Manfredi is the duly recognised Consul-General for Italy at Hongkong.

A sum of money, in notes, found in the City of Victoria during the last few days, has been handed to the police. Any person who has a rightful claim to money which has been lost, should make application, in writing, giving full details of their loss, to the Director C.I.D., Police Headquarters.

The sudden death of a bombardier of the Royal Artillery has been reported to the Water Police Station. The man is Bombardier Richard Fould, R.A., of the 35th Heavy Battery, who was sent to the Military Hospital from Stonecutter's Island just before 10 o'clock yesterday morning, but died before admittance.

The following forthcoming weddings are announced:—Mr. James Arthur Kent, of the s.s. Hadis, to Miss Annie Cross, No. 85, Cumberland Road, Kowloon; Mr. Robert Gordon Robertson, Victoria Gaol Quarters, Hongkong, to Miss Ivy Clementine Maud van Dooren, en route to Hongkong on board the s.s. Rawalpindi.

BANK RETURNS.

LATEST SPECIE AND NOTE STATISTICS.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st January, 1930, as certified by the Managers of the respective Banks are:

Chartered Bank	\$19,797,241	\$7,860,000
Hongkong Bank	\$7,270,000	\$4,200,000
Oversea-Chinese Bank	\$1,702,251	\$60,000
Total	\$28,769,492	\$12,120,000

In addition Sterling are deposited with the Chartered Bank valued at \$1,000,000.
In addition Specie deposited with the Chartered Bank and Oversea-Chinese Bank valued at \$2,210,000.
In addition Specie deposited with the Chartered Bank valued at \$1,000,000.

The Return of Eunice.

By Elinor Slim.

The story of Eunice Kuttie, broken off at a time when she had only just begun to taste the sweets of life in the Far East, is resumed to-day and will continue on successive Saturdays. The talented authoress wishes to say that while many of the incidents are based on fact, the characters are entirely imaginary.

CHAPTER 1: KUTTIE AND THE GOATS.

I think you will remember Eunice, the girl that came out as a governess and married a fellow named Kuttie, and went to live on the Peak. Well, the last thing that happened was, that after making a big splash and getting on to all sorts of important committees and becoming one of the people who really mattered, she left the Colony suddenly and went back to live with her people in Pootung. Everybody thought she was finished and would never be heard of again, but they were wrong. Eunice was not that sort of girl. She had thick ankles, and if you know anything about Psychology, you know what that means. It means stamina. Eunice was a stayer, and, after a few months at Home, had quite made up her mind to have another go at high life in the Far East.

She used to reside in the Vicar, who was the only person who ever really listened to her description of life in Hongkong, and he was very comforting. He said that he understood, and though he had never been further East than Hantsgate—and that was on a School Treat when he was a curate—and was too busy to notice much—yet he realised what she felt like. "It's the Call of the East, my child, it's the Call of the East," he said.

When she had left Hongkong, Eunice had not made any definite arrangements about how long she was to stay at Home, or anything like that; she had just left the matter open and got on board. Kuttie was a sensible fellow in some ways and did not go out of his way to raise awkward questions, though as he kissed her on the promenade deck he had said "Au revoir," not "Goodbye." The only thing Eunice had made sure of, was that he was to send her \$100 a month for expenses. That was little enough in all conscience, but when the Hongkong dollar slumped and Eunice found that she was only getting about £3.10 instead of £10 a month, she began to think it was time something was done. So her letters came to be longer and more affectionate, and, with all his faults, her hubby was a good correspondent. He liked pouring out his troubles to a sympathetic listener, and as a matter of fact, if you remember, that was what had given Eunice her chance in the first place. She responded punctually and regularly, and, after reading her letters, there were moments when Kuttie looked back to his brief married life with something like a tear in his eye.

But until business brightened up it was hopeless for him to think of bringing her out again. She certainly could not live in Hongkong on \$100 a month. All this talk of two people being able to live cheaper than one was nonsense, and she was better where she was.

That was the position up to the time when Stephen McKenna or Philip Snowden, or Bernard Shaw, or whoever it was, got his big scheme put through for reorganising the piece-goods trade. Kuttie's firm was bought up, merged and combined and affiliated with lots of other firms into one big concern. Kuttie was one of the lucky ones. Instead of waking up one morning and finding himself among the discarded, he was chosen to go round and visit all the other big places in China and investigate the future prospects of the business. He went up the coast and down again and heard what all the Outport people had to say, and then, when he got back to Hongkong, wrote a very fine report full of figures and statistics which showed that the prospects were excellent.

People in the outports had told him just the opposite, of course, but he would have been foolish to have said that, because if he had, he might have lost his job. So he ignored all their pessimism, which he put down to their narrow outlook and the fact that most of them have been in outports too long. Naturally a man from Hongkong would have a broader view of things and a higher ideal of business than people in petty little places like Canton, Swatow, and Amoy, where they cannot see the wood for the trees.

Well, the result was that when the report got Home, the directors

said:—This is a good man and seems to know what he is talking about; he is different from the others, and as shortly afterwards they wanted someone to go to Chueny, where Kuttie had prophesied a good future for the piece-goods trade, they sent him there.

He was not too pleased, but it was certainly better than the sack, and a week later, when he found himself standing on the deck of one of the magnificent Macintosh liners bound for Chueny, he felt rather relieved.

The firm were treating Kuttie very well in some ways. He had a nice roomy house in the best part of the Settlement—with a large garden full of poinsettias and banana palms, and though there was nothing much to do after business hours for a man of his age, he did not mind that, as he was the sort of man who was quite happy doing nothing. But the servants were the bane of his life. He always had had trouble with servants.

The cook used to worry Kuttie by leaving the house directly after each meal with a large basket heavily laden. He would have loved to have stopped him and looked inside it had he dared, but he did not dare. He suffered in silence. When he checked up the comprador's book, which was always brought to him just as he was dashing off to the office, he found that he had been consuming an average of thirteen eggs, three pounds of meat, and four pounds of flour a day. But what could he do? If he said anything, the "boy" would promptly push off to "Bangkok more far."

The comprador's bills were simply appalling and when he tried to save money by buying food from Hongkong, he found that no cheaper. He had to pay duty on the ice and the milk he got from the Dairy Farm, and in warm weather he often found that the ice had all melted and the milk had gone bad. All the same, he had to pay duty on them. This cut him to the heart, and he wrote a long letter to the Spectator attacking Austin Chamberlain, the man who was, in his opinion, responsible for all the troubles that foreigners in China suffered from. But the letter was not published and Austin was not sacked.

To solve the milk problem, Kuttie tried keeping a goat. He had read that goat's milk contained a bigger percentage of Vitamin B than any other kind and was also good for incipient alpecia. But the goat gave very little milk and instead of helping him to keep his hair on, nearly turned it grey. It was an affectionate little thing and at first Kuttie quite liked it, but one day it got loose and butted a Chinese policeman in the pants. This was regarded by the local authorities as a direct infringement of China's sovereign rights and led to a terrible row. The Chinese Press took the case up and elaborated it. Kuttie's garden wall was

(Continued on Page 7.)

WHO WAS...

ROSE MARY?

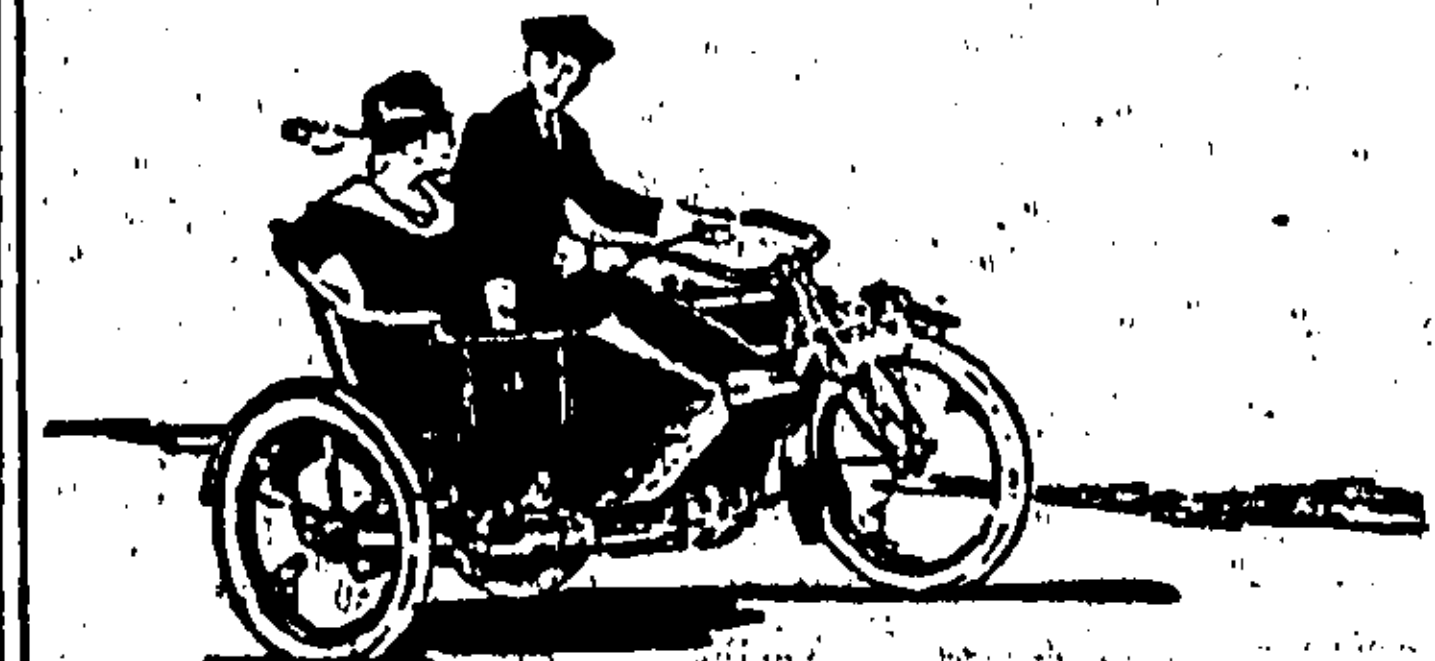
In one of Dante Gabriel Rossetti's ballads he tells the story of an enchanted beryl stone, and its sinister influence on the lives of two lovers.

The legend which surrounded the stone was that it was inhabited by an angelic spirit, which would reveal to its owners anything which they desired to know. The beryl came into the possession of the maiden Rose Mary, who enlisted its aid to protect her lover from falling into the hands of his sworn enemy.

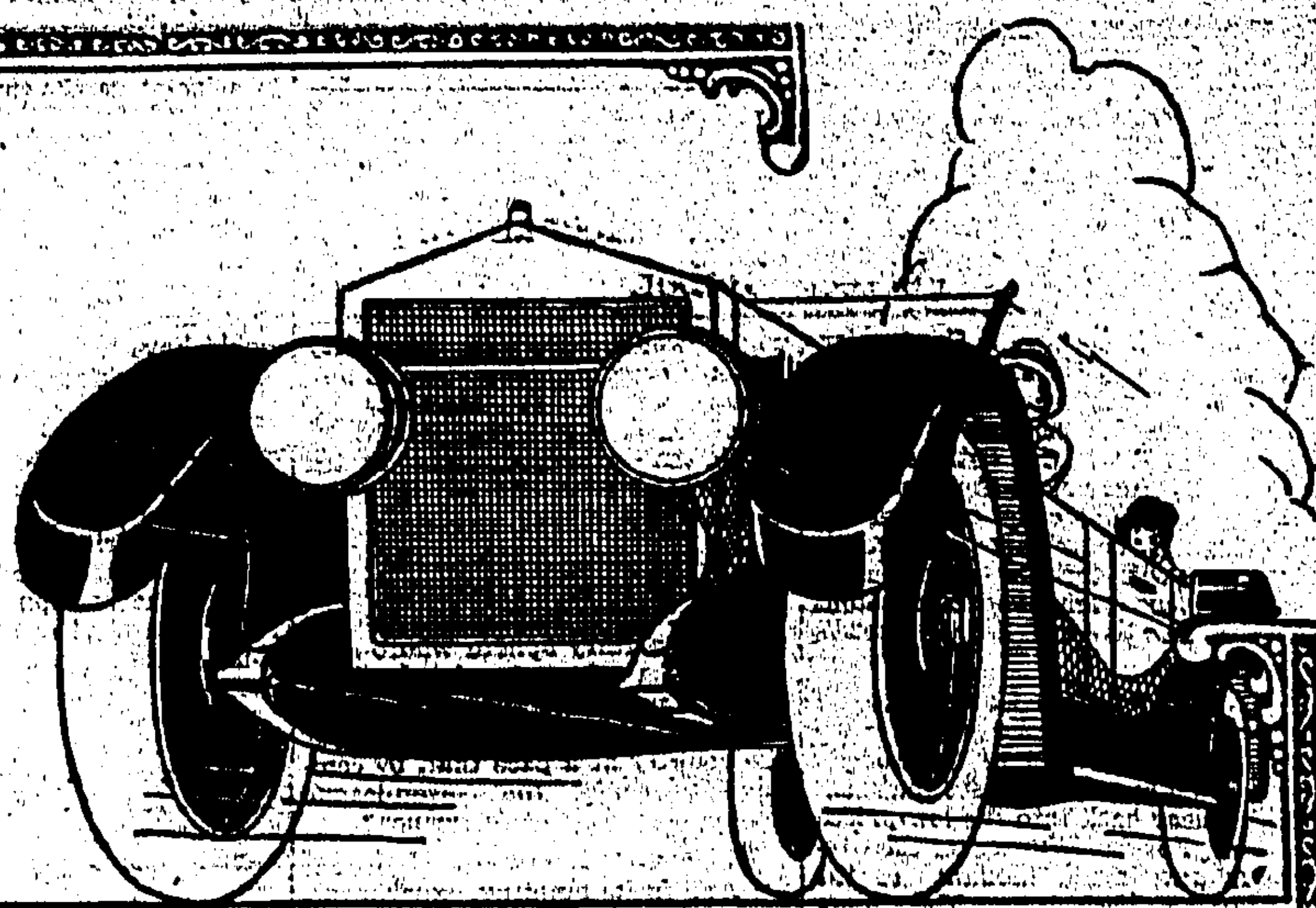
The knight took the road directed by the stone, but was caught in an ambush and slain. The weeping lady sought an explanation of this strange misadventure of fate, but alas for poor Rose Mary, only to a pure maiden could the beryl reveal the truth. When its possessor fell guilty of unchastity a host of demons with lying tongues, invaded the stone and drove out the guardian angel.

Rose Mary mourned over the dead body, and bade her servants prepare it for burial; but when the coat of mail was removed, fresh grief awaited her. Underneath the armour were found proof of her lover's faithlessness, love tokens from the sister of his enemy. Now at last, she was moved to repentance, and flung the fatal stone in two, whereat the good angel reappeared, and carried her off to receive the divine forgiveness.

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, 8th FEBRUARY, 1930.
Being The Official Organ of
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CURRENT COMMENT

Motor Cycle Trial.

The results of the motor cycle reliability trial organised by the Motor Cycle Section of the H.K.V.D.C. were made known on Wednesday and proved of considerable interest. An outstanding feature was the fact that the first eight men all rode British machines and this once again demonstrates the superiority of the Home manufacture. While credit must be given to the performance of these machines it must also be remembered that the American machines and others did extremely well.

Very Arduous Test.

Perhaps there were many people who, before the trial thought that a number of riders would come through with clean sheets. On paper the course appeared easy, but the Committee obviously knew its work and realised that the course decided upon did in fact constitute a very arduous test. A rider may find it possible to ride to a strict time table, but he is always in the hands of his machine. There are some mechanical troubles which cannot be foreseen and they occurred in the trial. The two riders, Messrs. Rogers and Clarke, who tied for the first place, went through without mechanical trouble and only lost points on the secret checks. They are to be congratulated on a very fine performance. The other riders who closely followed them also rode exceedingly well and received the maximum support from their machines.

Riding Capabilities.

Several of the competitors found trouble in abundance but generally speaking the number of riders completing the course constitutes a high average and speaks well for the riding capabilities of local motor cyclists. Chains and lighting systems seem to have caused the majority of failures and probably in the next trial competitors, once having been taught, will devote more attention to these details. The sporting spirit of the riders was demonstrated in the fact that some of them courageously completed the course although early trouble had put them entirely out of the running as far as the awards were concerned. It was an exceedingly long ride and the fact that there were no voluntary withdrawals is also highly encouraging.

Sporting Competitors.

A word should be said of those riders who gave up all hope of winning one of the awards by rendering assistance to other competitors. This is the true trial spirit and we were especially glad to see it carried out in Hongkong. Another highly satisfactory point is the fact that there was no very serious accident although two or three riders did have spills. Competitors generally appear to be perfectly satisfied with the way in which the trial was organised and its successful conclusion indicates that great care had been devoted to a somewhat arduous and intricate task. It is to be hoped that similar trials will be held more frequently in future although the Motor Cycle Section might reasonably be relieved of the task of organisation. It has done fine work in running two fine trials in 1927 and now in 1930 and would, we consider, be perfectly justified in resting on its laurels. It is difficult to see, however, where an alternative organisation is to be found unless some of the competitors in the trial form themselves into a body for the purpose. Competitive motorcycling at last seems to have got a start in Hongkong and we trust that it will be continued. A trial for motor cars would be an interesting event and give owners an opportunity of displaying the capabilities of their vehicles over a long course.

1930 FORECASTS BY U.S. ENGINEERS.

[Special Report to the Hongkong Telegraph.]

That the automotive industry in 1930 will enjoy as prosperous and profit-making year as 1929, despite an estimated production 500,000 less than that of last year, is the common belief of leaders in the American automotive industry. In addition, replacements will offer an increased market, exports will total over 1,000,000 cars, and the weaker manufacturers will be weeded out.

By E. J. Kulas.

President, Otis and Midland Steel Products Companies

Despite a certain amount of overproduction of automobiles in 1929, I look for 1930 to be a good year, by all normal standards, in that industry. The same should apply to the iron and steel industry. However, production will be gauged by consumption to a much greater extent than during some months of the past year. As against a record-breaking production of some 5,600,000 passenger cars and trucks in 1929, I believe that 1930 will show a production slightly under 5,000,000 units.

Last year was exceptional in the automobile and steel industries because they entered upon it under the stimulation of an accumulated demand for cars occasioned by Ford's let-down in 1927-28. Under this stimulation and with Ford production back in full swing, output climbed to extremely high levels in the first half of the year.

The result was that shortages were supplied and demand was overtaken and exceeded in the next few months. Consequently, a breathing spell was necessary to adjust the inventory situation, and the sharply lessened outputs of November and December have helped to bring the situation into balance.

I see a healthy recovery in automobile production with the bringing out of new models and the preparation for spring demands. In general I expect to see recovery in the automobile and iron and steel industries well under way early in 1930.

By Alfred Reeves.

General Manager, National Automobile Chamber of Commerce

Economists outside of the motor industry have predicted that sales in 1930 would be somewhere around 5,000,000 vehicles. This will be a record output in comparison with any other year except 1929.

This is a sound profitable basis for the industry, and in fact, both the trade and the manufacturing part of the business expect healthy conditions during the coming year.

The outstanding feature of the automobile market in the United States has always been the rural trade. Farms alone represent one-fourth of the domestic use of motor vehicles. The constructive policies of the government have been encouraging, to agriculture, which will continue to maintain its active demand for motor equipment.

Registrations are now close to 25,000,000, and there is an enormous business in replacing a percentage of these which are worn out.

The motor car is an article of universal desire. As long as people need to travel from home to work, on special calls and for recreation, as long as the spirit of adventure exists in America, the automobile business will continue to prosper.

By C. W. Nash.

President, Nash Motor Company

I believe the auto industry is on the eve of a general reorganization. The weak firms will be weeded out. In 1916 there were 110 manufacturers exhibiting at the New York show. In 1929 there were 34 manufacturers exhibiting there.

As to production in 1930, the more optimistic ones are estimating that the market will absorb 6,500,000 new cars. It is my personal opinion that is too much, and I would be mightily pleased if the market is able to take up 5,000,000 new cars in 1930.

The American auto manufacturer needn't fear any competition from European-built cars. Our own shop methods are infinitely better, our organizations more efficient, than they are in Europe.

The trend in the automobile industry seems to be toward not a faster car, but a more faithful and comfortable machine. And while we are talking about speed, I wish there was a federal law limiting speed to 50 miles an hour. We should by all means set that limit on speed. But the public demands cars that do 80 and we have to produce them.

By Alfred P. Sloan, Jr.

President General Motors Corporation

The replacement market has been an important factor contributing to the record-breaking performance of 1929 and should prove an even more important factor in stabilizing the industry's sales in 1930 and the years following.

Motor vehicles pass out of service through wear and tear and obsolescence—and every time a car is scrapped there is afforded the opportunity, directly or indirectly, to sell a new car.

It is only within the last few years that the replacement market has begun to reflect the heavy upward trend in production which took place in the years following the 1921 panic.

With an increase in the worldwide use of motor vehicles to over thirty million, with a growing tendency in this country toward the ownership of two or more cars and with a rapid upward trend of first time buyers in the newer markets of the world, our studies indicate that, with the passing of a few more years, the record-breaking production of 1929 will represent only a commonplace performance, with a stabilized upward trend year after year in proportion to the growth of population and wealth.

By Edward S. Jordan.

President, Jordan Motor Car Company

The automobile industry, like the stock market, will be on a much more stable basis in 1930 than in 1929.

The manufacturers will be inclined to adjust their production more nearly to the capacity of the dealers to merchandise at a profit and aggressive dealers who serve their customers well will find themselves in a much stronger position than they are to-day.

By Wm. J. McAneney.

President, Hudson Motor Car Company

The automobile industry has enjoyed its amazing success because it had the ability to meet the increasing critical appreciation of its customers. Automobile buyers, because the automobile has passed from the luxury to the necessity class, are to-day the most intelligent large group of buyers in the world.

This has naturally necessitated an even greater increase in the standard of values—and it has become a necessity for automobile manufacturers to keep considerably ahead of the appraisal power of the motorist. This means that to-day's car is years ahead of its time in mechanical perfection, beauty and intrinsic value. The whole vast industrial fabric that has carried the automobile to first place in the country's industries depends entirely upon the goodwill of the consumer—and this good-will the industry holds to a remarkable degree.

The automobile is not only a business necessity, it is, to millions, their only source of outdoor recreation.

For these reasons, I believe that 1930 will be a good year in the industry.

By Albert R. Erskine.

President, the Studebaker Corporation

From its birth the automobile industry has surmounted obstacles after obstacles by far-sighted engineering innovations which have always stimulated the buying will of the public by offering them more and more for their money.

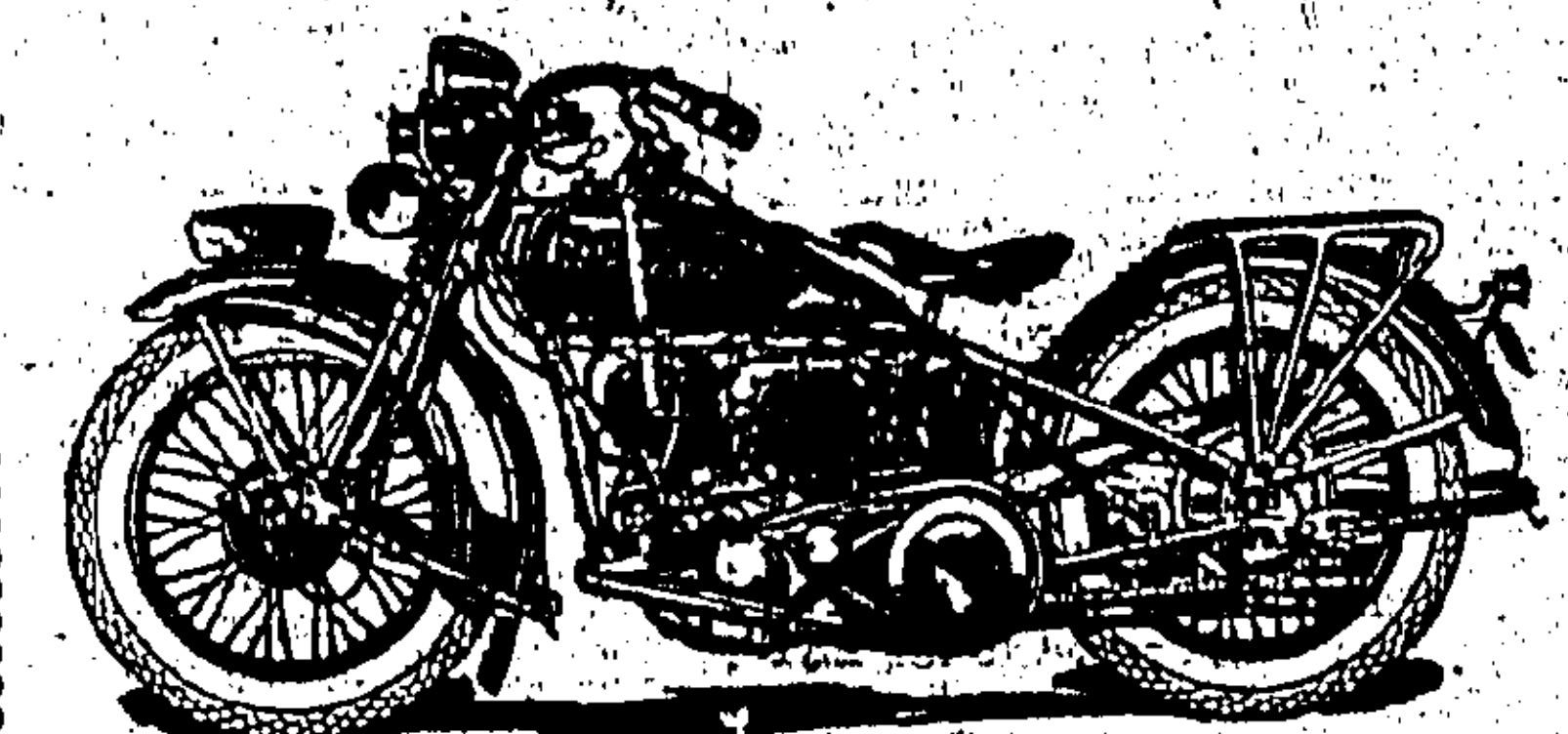
The automobile manufacturers of America know their markets and they have guarded their position with extreme caution so that they enter the new year after a period of subnormal output dating from last July.

Only in a minor degree did the stock market debacle contribute to the quietude of recent business and that effect is now fading away. The controlling factor in the situation is that the automobile industries are selling transportation in an age when the per capita demand and use of transportation by the American people is increasing every year as industries are decentralized and the population of great cities continues to scatter into the open spaces of the great suburban rings.

ROAD SHOW IN U.S.

The Sixth International Road Congress will be held in Washington, D. C., October 6, 1930, the first time the congress has been held in the western hemisphere. Roy D. Chapin, of the National Automobile Chamber of Commerce, has been named president of the American Organizing Commission.

THE WONDERFUL 1930 "HARLEY"



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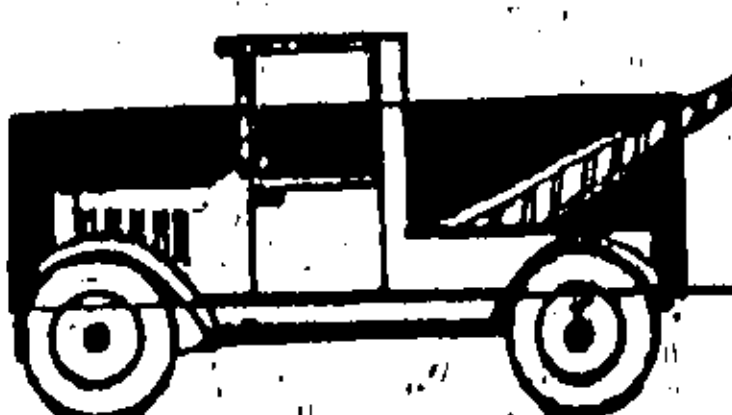
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NIX, 1915 REFINISHED
HER MYSELF WITH
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AS WELL AS THE NEW
FORD SHADES.
Arabian Sand, Dava Grey, Niagara
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BUY A CAR FOR YOUR LEAVE- WE BUY IT BACK

Our system enables you to buy yourself a car of any make or model and sell it without hurry and without financial loss on the day before you go back. What we can do is this. You correspond with us from your post until you have settled on the car you want and the period after which you will wish to sell it back to us. We then tell you in writing what we will give you for it at the end of that period. You agree this and the matter is then settled. The car, with your driving licence, meets you at the boat and an instructor is lent to you, if you wish, for three days, free of charge. But write to us and we will explain more fully.

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DOUBLY INSURED.
A move in England has been started to compel insurance on motor vehicles rather than on the drivers. This is because so many accidents have occurred in which the victims have been unable to collect damages because the licensed driver of the vehicle was not at the wheel at the time of the accident.

THE ROBOT IN REAL LIFE.

The Motor Car as the Mechanically Perfect Robot.

A short time ago a Czech play-wright—Karel Capek—presented to the world an imaginative picture of the ultimate triumph of the machinery age. It was entitled "R.U.R.," and it introduced the term "Robot," which has come to mean any mechanical contrivance apparently endowed with the power of thought. In the play mechanical automatons constructed like men did the world's work.

The story followed an intricately woven dramatic plot which terminated in a revolt of the automatons and in general chaos that sent chills clear back into the low-priced seats. For days thereafter theatregoers gave much thought to the horrors of "Robots." The mere thought of having a little Robot in their home was enough to bring on shudders.

Yet we have had Robots with us for quite a considerable length of time—a very desirable and convenient asset to our modern civilization.

But, you may answer, the Robots of R.U.R. actually thought. Well, how about the machine in the Massachusetts Institute of Technology—the Robot which can solve any problem in calculus, highest branch of mathematics, and solve it in a fraction of the time needed by any human being? Perhaps this machine does not actually think, but it saves a lot of thought.

It is unthinkable that there ever was a door that opened to the mystic words of "open sesame" as the Arabian Nights tales allege, but there is a door in East Pittsburgh, Pennsylvania, which opens to the very same words and to no others. And it isn't a speakeasy, either.

Computing Without Error.

A mediaeval legend tells of a great brass head that used to answer truthfully all questions put to it. Impossible, of course; but what of the Great Brass Brain in Washington on whose forecasts of tides are staked the lives of thousands of persons and millions of dollars in cargoes. This Great Brass Brain computes, without error, mathematical calculating

which would otherwise keep fifty or sixty expert mathematicians continuously busy. It forecasts the action of tides for a year in advance in all the principal ports of the world—and does the job in seven hours.

Every youngster knows the story of the mythical seven-league boots—and probably has wished that he lived on a fairy sphere where such phenomena actually existed. How about Dad's motor car that waits, impatiently, to carry him off over the country at a pace that, by comparison, makes the seven-league boots fade into insignificance?

The motor car a Robot? Indeed it is! And in its building, experimenting and testing scores of other Robots come into use—Robots whose activities are no "human" and so complex, that they seem to have brains. Indeed many of them perform work too delicate and accurate for the human faculties to duplicate or even approximate.

Of course, these Robots of the manufacturing world may not appear like those you saw in R.U.R.—most of them are in no way like the human being in appearance. The engineer, however, is not concerned with the form of his Robot. Indeed, they perform their human functions all the better for not being in the form of men, for the human machine is a pretty poor piece of work from the standpoint of strict engineering efficiency. Man directs—and the Robots do the work.

Let's watch a few of them at work in the plants, laboratories and proving ground of Studebaker.

The first glimpse reveals a Robot who leans over cars of steel and "hands" and carries his burden easily to a designated spot. Samson was a pretty stout person, according to legend, but in comparison with this Robot his strength would seem childlike.

Just a crane, you say, and rightly—but a Robot none the less.

Longer low Parodied.

We enter a building and our ears are assailed by mighty concussions. It is the forge shop, alike

in principle to the smithy under the chestnut tree in Longfellow's poem. But there the comparison ends. Mighty steam-hammers are forging crankshafts, connecting rods, and other parts, striking six-ton blows several times every minute, turning out with a few super-human strokes a forging that would have taken the village blacksmith a week to produce.

We move on. Robots on all sides of us—some of them shearing off great pieces of steel as easily as a child bites through a bar of chocolate; some drilling a score of holes into an engine block in one operation; some stamping out complete fenders of steel in a single motion; some grinding gears; some shaping springs; some cutting out body parts. Men are here, too, but only in the capacity of direction, using their brains while the Robots do the work definitely more quickly and accurately than the limitations of human skill would ever permit.

Mechanics a La Mode.

On to visit Robots who are inspecting and testing the materials which will go into future Studebakers. These are of a higher plane of "intelligence." Here are two testing upholstery fabrics. One is tearing the cloth apart, the other rubbing samples together to wear them out by friction. Both are making detailed and indisputably accurate reports for their masters. Here is another who is twisting apart a bar of solid steel. Dispassionately, he reads several samples and then tells his superiors the simple story of their comparative merits. Another spends his day pulling cigar lighters out to the limit of their cords and letting them snap back into place. He doesn't smoke, but he is making certain that those who do will have the finest type of lighter in their cars. Another has the complicated job of reproducing all the effects of the weather on samples of paint and lacquer for bodies. He turns on, alternately sun, rain and cold in such rapid succession that he can turn weeks into hours. An extremely handy and trustworthy "man."

Another Robot makes his own weather for testing motors. A sort of modern magician, on a few hours' notice he can send the thermometer down to 30 degrees below zero or shoot it up to 100 degrees in the shade and his disposition remains unaffected through changing climates.

On the great Studebaker Proving Ground the engineers simply couldn't keep house without their Robots. Individual opinions may differ in respect to the riding qualities of a car, its steering ease or its braking efficiency, but the Robots have no doubts. Sitting beside an engineer on a trip around the test roads is a Robot known to his intimates as a sort of seismograph—not unlike those which are used to record earthquakes thousands of miles away. As the car moves along, this critical passenger tells just what he thinks of his experience. Not in loud tones or in mere empty words, but with a permanent record which, at the conclusion of the run, will point out any flaw in the car's riding qualities.

Another Talented "Person."

Here is another talented "person" whose hobby is judging acceleration. When his boss wants to know just how fast a car gets away, he calls on this Robot who can tell just how fast the car accelerates during the first second, how much faster it travels during the second than the first, how many feet and seconds are required for the car to attain its maximum acceleration and whether there are any "flat spots" or sluggish periods during the "test." A brother of his specializes in braking and gives the same sort of story—in reverse—in deceleration. Another of the same family tells a "graphic story" of the amount of effort required to steer cars with various types of steering mechanisms.

And so they go on—these men with mechanical minds—speeding up manufacture, reducing manufacturing costs and removing that human frailty, the chance of error.

Even in your car itself are Robots—friendly sort of fellows that do the jobs which once made motoring unattractive. There's one who, when you touch his button, leaps into action and cranks your car for you. There's another who keeps the oil flowing to all the moving surfaces of the motor and gives you a signal that all is well. Another stores up electrical current in your storage battery and gives you a report on his activities. Another keeps the windshield wiped for you in rain storms. In fact, every feature of your car's operation is governed by relatives of those same queer figures in Karel Capek's satire—all you have to do is sit back and give them directions.

LESS SPARE PARTS.

Higher Standard of Performance.

STUDEBAKER AIM.

The achievement of the automobile industry in offering cars which not only provide a constantly higher standard of performance, but which cost their owners less and less to maintain is emphasized in recently compiled figures showing the steady decline in the sale of repair parts per automobile in use.

A concrete example of this progress is the statement that sales of Studebaker repair parts have shunk from \$12.41 per car in operation in 1922 to \$7.49 last year.

Research laboratory and proving ground have contributed much to this decline in repair parts sales through the development of finer design, the discovery and use of better materials, and improvements in manufacturing methods.

But another and equally interesting phase of the industry's constant search for improvement is revealed in a recent article in "Automobile Topics," which goes behind the scenes in Studebaker's great South Bend plants to disclose the ingenious system by which this manufacturer uses the whole world as a second line of laboratory defence against imperfections in its cars.

Studebaker's system is an invaluable aid to the skilled research and design engineers and technicians who are striving to achieve the impossible task of building an automobile so soundly designed, so accurately manufactured that its parts will never need repair or replacement. The science and skill of these engineers might well design the perfect automobile. But they can never eliminate that one human quality which makes a skilled workman, supervised though he may be by the most diligent and exacting type of inspection, perform his task a thousand times perfectly, and once imperfectly.

Hence the existence of thousands of automobile service stations and repair shops—and Studebaker's general service department. But if these engineers and technicians learn that in wide separated sections of the world Studebaker owners are having trouble with a certain unit, they can at once take action to correct the cause of the trouble and thus send future Studebaker cars to their owners cured of this particular source of annoyance and possible expense.

Studebaker's unique follow-up system is based on service reports from its dealers all over the world. From virtually every large Studebaker service station and many of the smaller ones come reports of every service operation performed on Studebaker cars.

By this system any slight mechanical troubles which may appear in cars are checked to their source at the factory and corrected in many cases within a few days after the cars were produced. Speed and simplicity mark this fact finding work, and it is the claim of Studebaker's service department that this second line of defence lags behind production only a matter of about ten days.

GOOD ROADS.

Save Motorists Money.

A FEW FACTS.

Washington, Dec. 27th.—Good roads save the average motorist more than two cents a mile in operating costs, according to figures of the American Road Builders' Association.

When a motorist drives over a good road, in preference to a sand or dirt road, this amount of savings is realized in tyre and tube wear as well as gasoline consumption.

Tractive resistance on paved roads is greatly reduced, as shown by the following table:

High type roads (paved surfaces), 70 pounds resistance per ton of automobile weight; intermediate type (treated surfaces), 110 pounds per ton; low type (soil and gravel surfaces), 160 pounds per ton.

This resistance acts on tyres, and naturally the least amount of resistance causes the least amount of tyre wear.

Gasoline consumption is affected by paved roads. Where a vehicle will travel 15 miles to a gallon on a paved surface, it will do the same distance with 1.2 gallons on the intermediate type and 1.47 gallons on the low type surface.

While gasoline consumption has some part in this operation cost reduction, tyres and tubes take care of the biggest share of the savings. It is estimated that in

STUDEBAKER PLEASURE CARS

HONGKONG DELIVERED PRICES.

ERSKINE SIX.

R.A.C. Horse-Power Rating 25.4.

Brake Horse-Power 20 at 3,200 Revolutions.

Piston Displacement 206 Cubic Inch. Wheel-Base 114 Inches. Speed 60 M.P.H.

Model	Pass.	Wt. lbs.	F.O.B. Price	Extra	Painting Shipping Delivery	Hongkong Price
Tourer Regular	5-pass.	2,875 lbs.	\$4,005	\$840	\$8260	\$61,265
Coupe Regular	2-pass.	2,890 lbs.	895	40	505	1,240
Club Sedan	5-pass.	2,900 lbs.	935	40	505	1,380
Coupe Regular	4-pass.	2,910 lbs.	985	40	505	1,330
Sedan Regular	5-pass.	3,030 lbs.	985	40	505	1,330
Regal Tourer	5-pass.	3,030 lbs.	1,085	85	260	1,410
Regal Sedan	5-pass.	3,140 lbs.	1,085	120	310	1,515
Regal Landau	5-pass.	3,165 lbs.	1,125	120	310	1,535

Delivered Price includes the following extra equipment: Spare Tire & Tube (15) Bumpers (25) Tourist Trunk (30) Leather Upholstery (35).

DIRECTOR SIX.

R.A.C. Horse-Power Rating 27.54.

Brake Horse-Power 28 at 3,200 Revolutions.

Piston Displacement 221 Cubic Inch. Wheel-Base 115 Inches. Speed 65 M.P.H.

Tourer Regal	5-pass.	3,000 lbs.	\$41,265	\$490	\$4320	\$61,675
Tourer Regal	7-pass.	3,050 lbs.	1,275	90	320	1,685
Sedan Regal	5-pass.	3,190 lbs.	1,295	115	390	1,800

Hongkong Price includes 6 Wire Wheels, Leather Upholstery, Front and Rear Bumpers, 2 Extra Tires and Tubes, Extra Bulb Horn, Hydraulic Shock Absorbers and Tourist Trunk.

DIRECTOR EIGHT.

R.A.C. Horse-Power Rating 30.

Brake Horse-Power 30 at 3,200 Revolutions.

Piston Displacement 221 Cubic Inch. Wheel-Base 115 Inches. Speed 65 M.P.H.

Tourer Regal	5-pass.	3,055 lbs.	\$41,385	\$490	\$4320	\$61,795
Tourer Regal	7-pass.	3,080 lbs.	1,305	90	320	1,805
Sedan Regal	5-pass.	3,220 lbs.	1,395	115	390	1,900

Hongkong Price includes 6 Wire Wheels, Leather Upholstery, Front and Rear Bumpers, 2 Extra Tires and Tubes, Extra Bulb Horn, Hydraulic Shock Absorbers and Tourist Trunk.

COMMANDER EIGHT.

R.A.C. Horse-Power Rating 36.45.

Brake Horse-Power 100 at 3,000 Revolutions.

Piston Displacement 313 Cubic Inch. Wheel-Base 125 Inches. Speed 75 M.P.H.

Roadster Regal	4-pass.	3,030 lbs.	\$41,505	\$840	\$8335	\$61,970
Tourer Regal	5-pass.	3,240 lbs.	1,505	100	335	2,030
Tourer Regal	7-pass.	3,265 lbs.	1,595	100	335	2,030
Cabriolet Regal	4-pass.	3,230 lbs.	1,605	95	425	2,250
Brougham Regal	5-pass.	3,430 lbs.	1,695	95	425	2,215
Sedan Regal	5-pass.	3,375 lbs.	1,695	135	425	2,265
Sedan Regal	7-pass.	3,400 lbs.	1,785	135	425	2,345

Hongkong price includes 6 Wire Wheels, Leather Upholstery, Front and Rear Bumpers, 2 Extra Tires and Tubes, Extra Bulb Horn, Hydraulic Shock Absorbers and Tourist Trunk. Roadster equipment includes 5 Wire Wheels and Tires only and no Trunk.

PRESIDENT EIGHT.

R.A.C. Horse-Power Rating 39.2.

Brake Horse-Power 115 at 3,000 Revolutions.

Piston Displacement 338 Cubic Inch. Wheel-Base 125 Inches. Speed 80 M.P.H.

Roadster State	4-pass.	3,760 lbs.	\$41,795	\$845	\$8350	\$62,90
Cabriolet State	4-pass.	3,960 lbs.	1,975	150	430	2,555
Sedan State	5-pass.	4,150 lbs.	1,975	160	430	2,565

Hongkong price includes 8 Wire Wheels, Leather Upholstery, Front and Rear Bumpers, 2 Extra Tires and Tubes, Extra Bulb Horn, Hydraulic Shock Absorbers and Tourist Trunk. Roadster equipment includes 5 Wire Wheels and Tires only and no trunk.

PRESIDENT EIGHT.

R.A.C. Horse-Power Rating 39.2.

Brake Horse-Power 115 at 3,200 Revolutions.

Piston Displacement 336 Cubic Inch. Wheel-Base 125 Inches. Speed 80 M.P.H.

Tourer State	7-pass.	4,200 lbs.	\$42,145	\$820	\$8370	\$62,635
Brougham State	7-pass.	4,350 lbs.	2,295	125	460	2,910
Sedan State	7-pass.	4,360 lbs.	2,245	170	490	2,995
Limousine State	7-pass.	4,390 lbs.	2,495	160	490	3,145

Hongkong price includes 6 Wire Wheels, Leather Upholstery, Front and Rear Bumpers, 2 Extra Tires and Tubes, Extra Bulb Horn, Hydraulic Shock Absorbers and Tourist Trunk.

Equipment and Price subject to change without notice.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.

8.2-10.30.

FARE "CRUISING."

There are 3,200 taxicabs serving the city of Detroit. Officials there are trying to stop "cruising" for fares in the business district, because they say it congests traffic.

U.S.-ALASKA ROAD.

A proposal in Congress suggests an international highway connecting California and the Pacific northwest with British Columbia, the Yukon territory and Alaska.

THORNYCROFT RIGID SIX-WHEELED MOTOR VEHICLES

COMBINED EFFORTS OF RELIABILITY OVERCOME ALL DIFFICULTIES.

THIS PICTURE ILLUSTRATES THE MEANING OF "DOUBLE ASSURANCE"

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FAMOUS MOTOR VEHICLES

MOTOR-PUMP LUBRICATING OILS AND GREASES.

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MECHANICS,
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SUPERVISION—
**CAN PUT
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LANE, CRAWFORD, Ltd. WANCHAI.

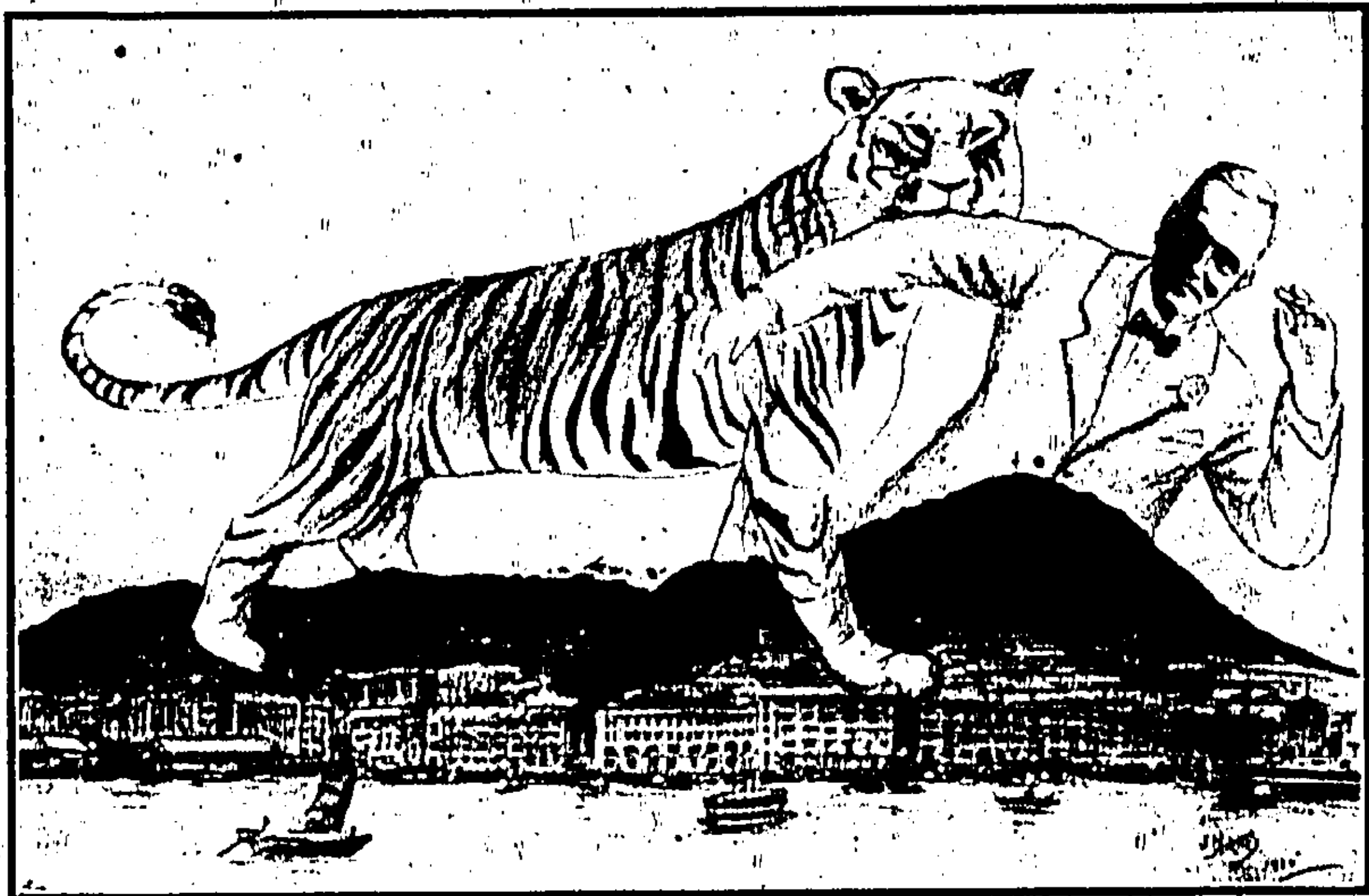
Hongkong Telegraph.

Pictorial Supplement

February, 8th, 1930.

THE NEW
**DYNAMIC
ERSKINE**

NOW HERE!



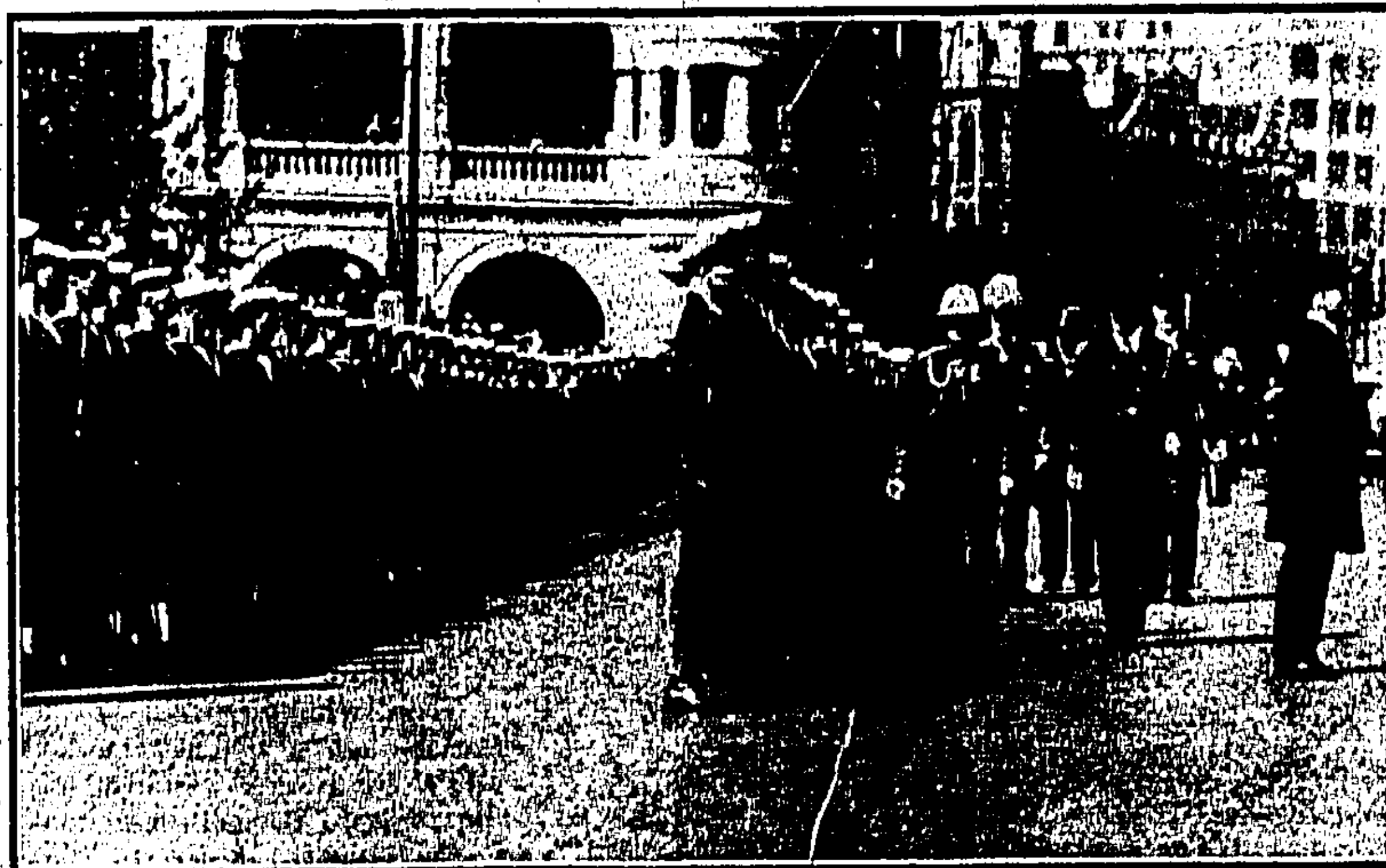
This cleverly-conceived cartoon, by Mr. J. Alvares, depicts the Malayan Tiger bearing away Sir Cecil Clementi from the Colony in which he has spent the greater part of his official career.



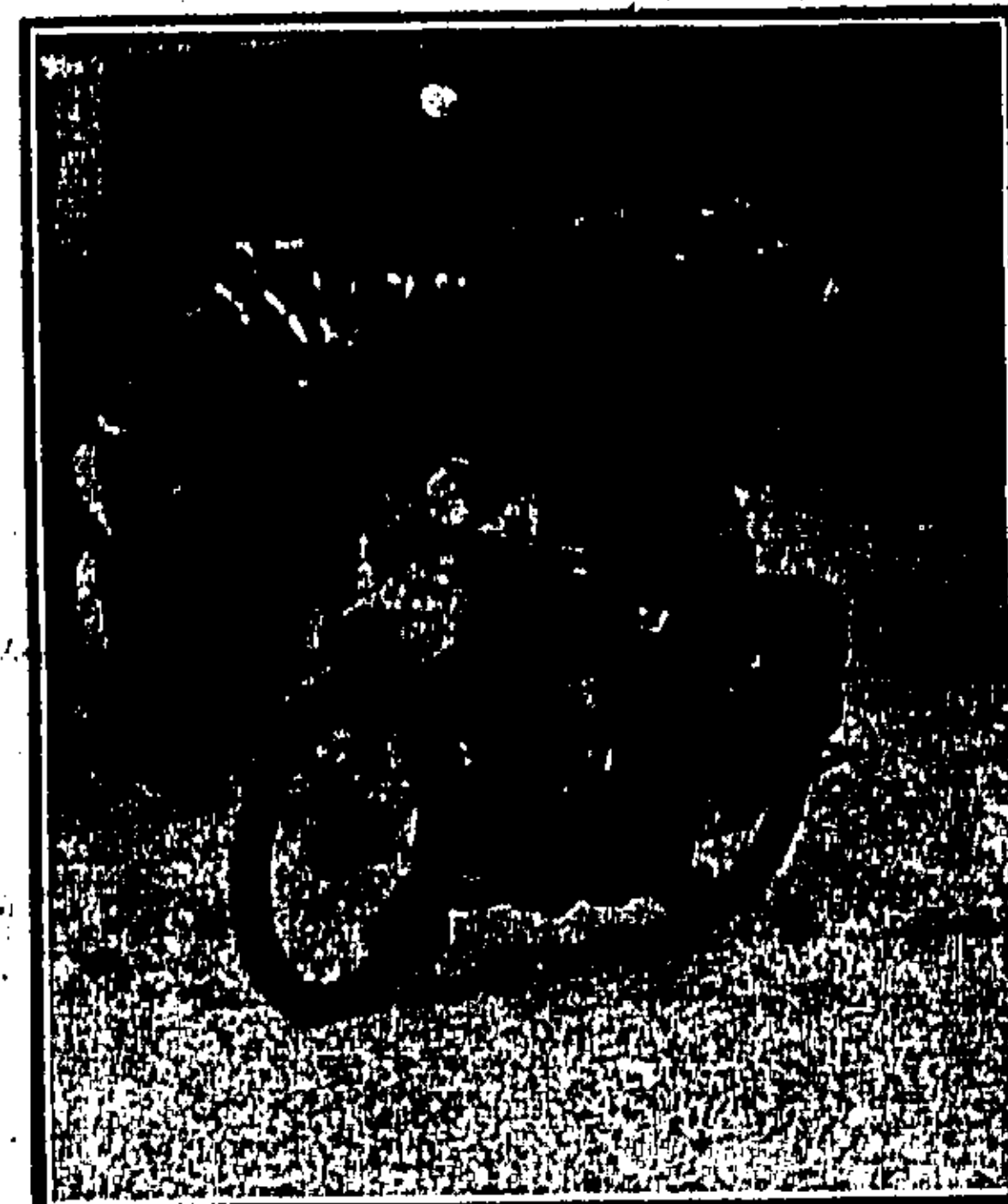
The scene at Queen's Pier on Saturday last, showing leading officials and residents awaiting the arrival of H.E. Sir Cecil Clementi on the occasion of his leaving the Colony to take up the post of Governor of the Straits Settlements and High Commissioner of the Federated Malay States. (Photo: Ming Yuen Studio).



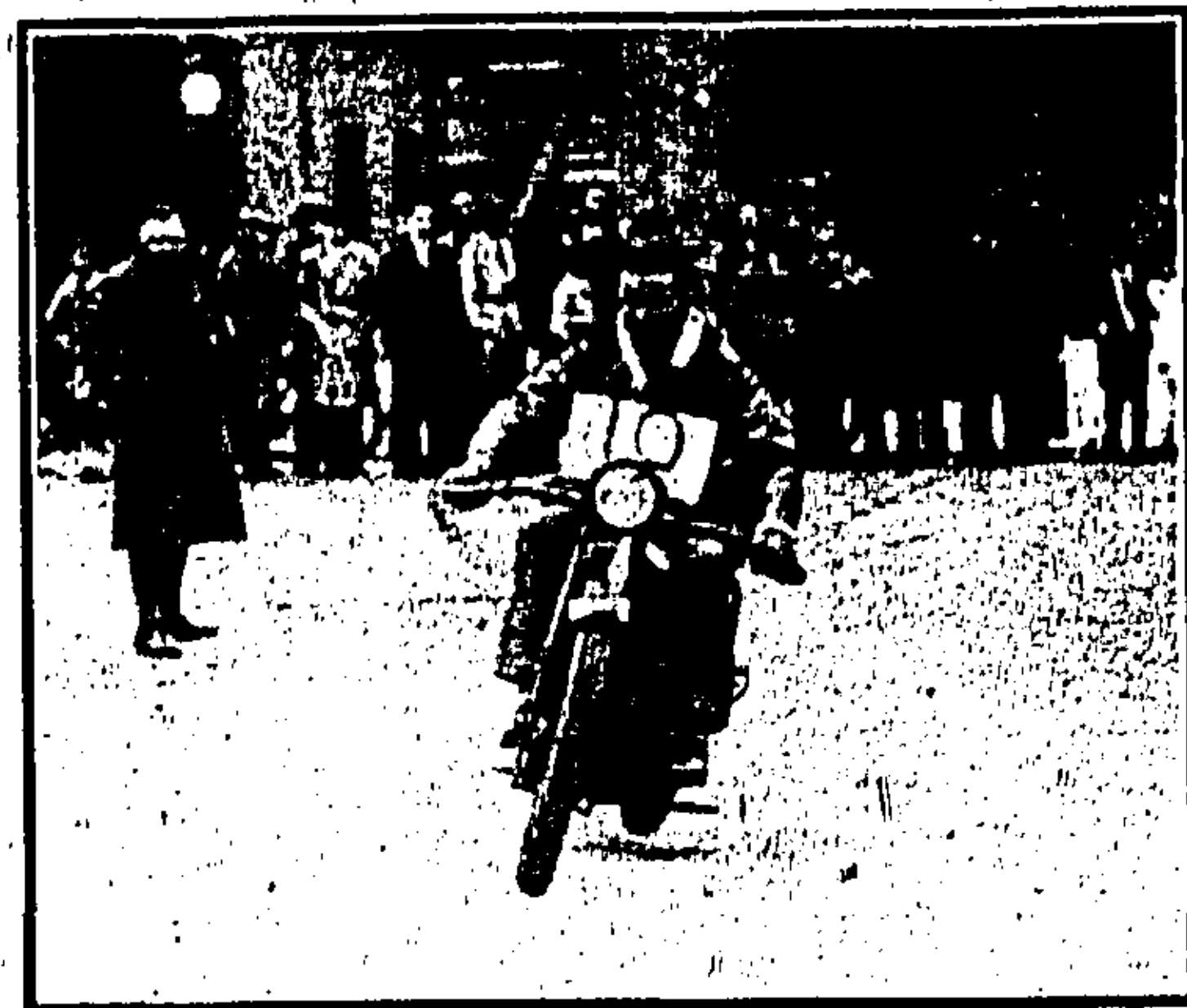
His Excellency Sir Cecil Clementi saying good-bye to prominent residents of the Colony at Queen's Pier prior to embarking for his new post on Saturday last. (Photo: Ming Yuen Studio).



His Excellency Sir Cecil Clementi inspecting the Royal Navy Guard of Honour on the occasion of his departure from the Colony on Saturday last. (Photo: Alfred Lock & Co.)



Mr. W. J. Woolley is here seen at the finish of the Motor Cycle Reliability Trial which took place during the Chinese New Year holiday. (Photo: Mee Cheung).



Mr. F. L. Parton at the conclusion of the arduous Motor Cycle Reliability Trial, in which competitors covered 225 miles in the New Territories. (Photo: Mee Cheung).

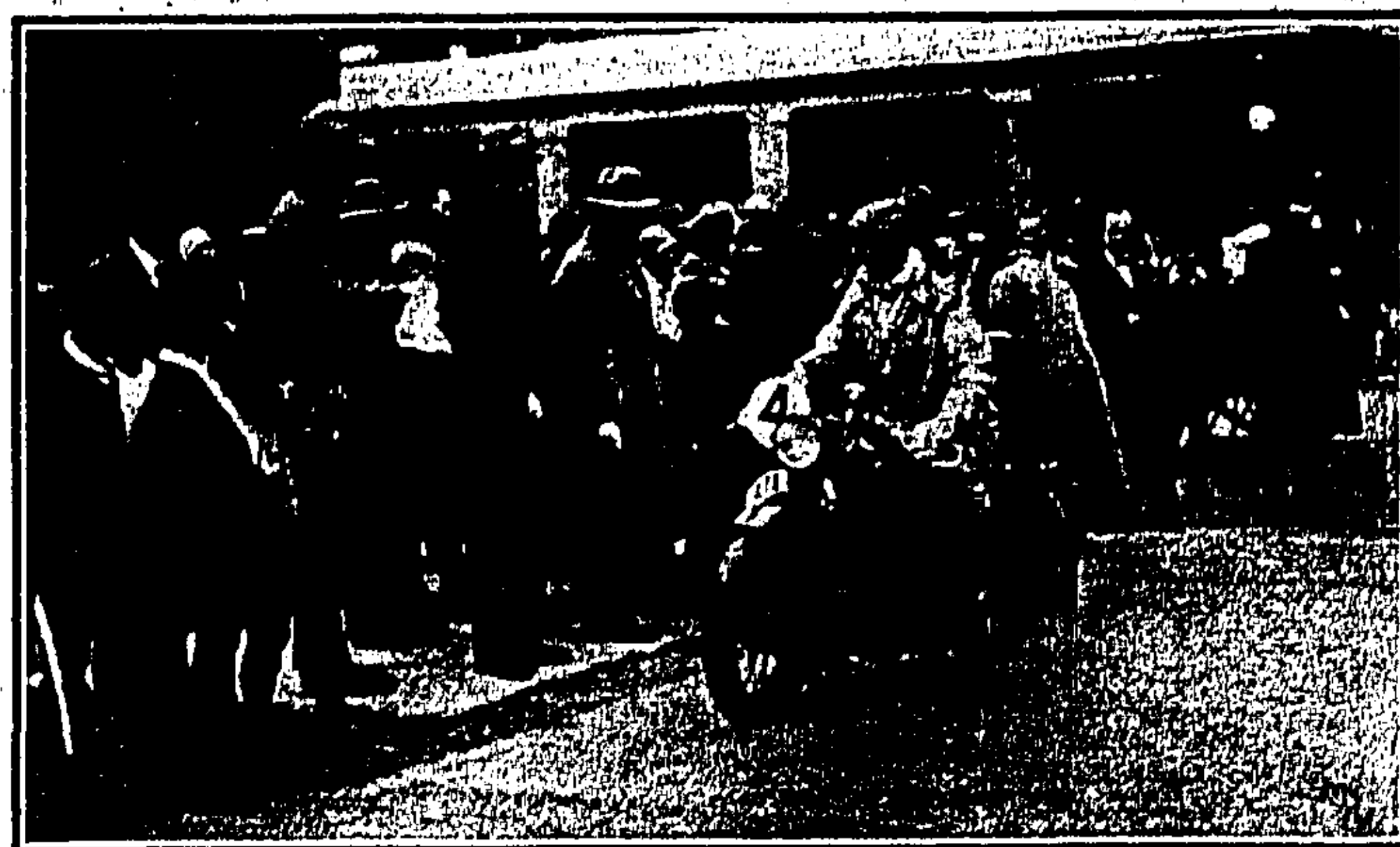


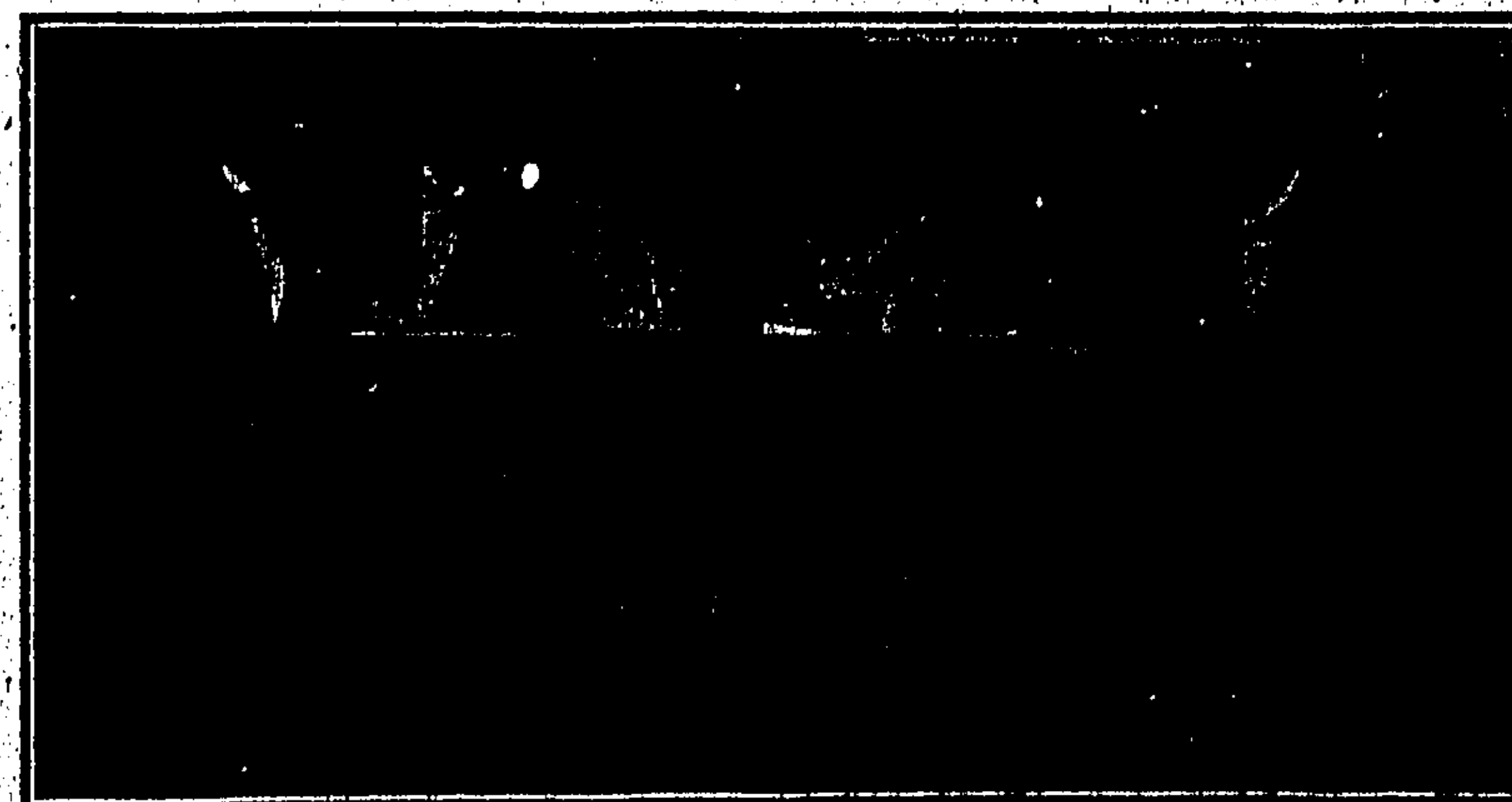
Photo shows yet another competitor in the Motor Cycle Reliability Trial arriving at the finishing point in Kowloon. This is Mr. J. Barnes, who came in sixth. (Photo: Mee Cheung).



Picture shows the crowds which gathered at the Kowloon Wharf on Saturday to witness the departure of H.E. Sir Cecil Clementi aboard the P. and O. liner Mantua, which is seen backing out from the wharf. (Photo: Alfred Lock & Co.)

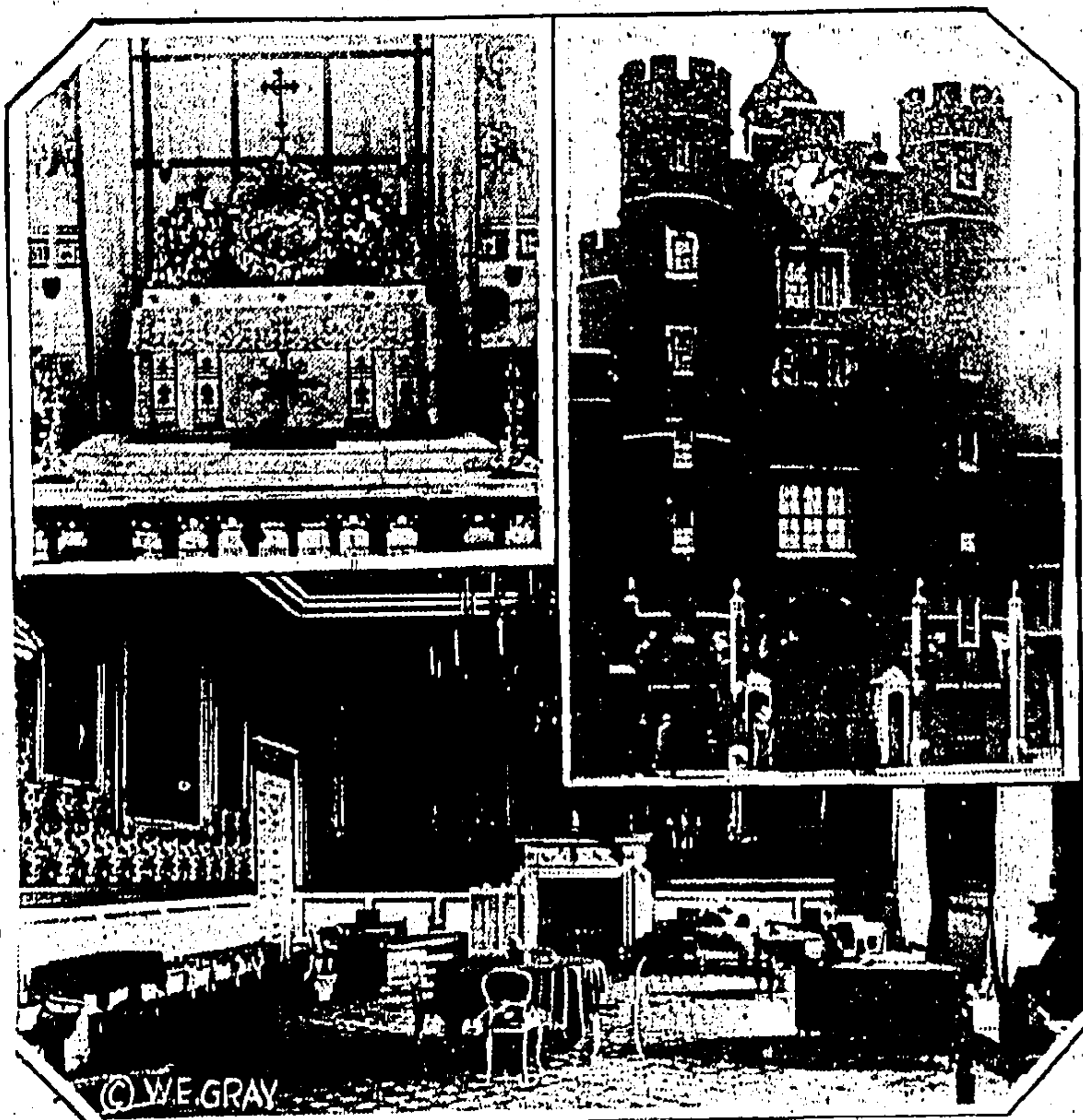


This flashlight photograph was taken in the Canton Club Theatre, Shameen, on the occasion of the annual ball of the Canton branch of the Royal Society of St. George. The event was one of the most successful ever held under the auspices of the Society.



Here are The English Singers, who are to appear at the Theatre Royal, Hongkong, on Friday and Saturday of next week. They have gained world-wide praise for their happy rendering of madrigals, Old English folk-songs and the like.

VENUE OF NAVAL CONFERENCE. HISTORIC ASPECTS OF St. JAMES' PALACE.



These exclusive photos show some of the historic grandeur of St. James' Palace in London, where the five-power Naval Disarmament Conference is now being held. The interior of a conference room is shown below; upper left is part of the Chapel Royal built for Henry VIII, and upper right is the imposing gatehouse.

The great Five-Power Naval Disarmament Conference, now in progress, has an appropriate setting in St. James' Palace. For centuries of history have been made here, and it has not been all British history either. As this palace belongs to the Royal Family, as always, there could be held only with the permission of King George V, and His Majesty readily gave his assent as soon as the matter was broached to him by the Government.

St. James' which already is one of the most historic buildings in England, thus once more becomes the scene of history-making events.

Origin of Palace.

The palace stands on the site of a hospital for women lepers which was dedicated to St. James the Less back in the eleventh century. Henry VIII acquired the property in 1532 and used it as hunting grounds. He erected a hunting lodge from designs of the immor-

tal painter and architect, Holbein. The Gatehouse, Chapel Royal and old Presence Chamber of that old building still remain and form part of the present palace. The brick Gatehouse in Cleveland Row is the most picturesque part of the exterior of the present building and is nearly 400 years old. It has four octagonal towers and the carvings over the doors still show the initials of Henry VIII.

From the time of Henry VIII

down, the palace has been connected with English history. Mary the First died there in 1558. The room in which the press representatives at the Naval Conference will have their headquarters was occupied by King Charles I on the last night before he walked to the scaffold, surrounded by the soldiers of Cromwell.

Where Court Got Name.

After the restoration of the monarchy, the palace was the residence of the then Duke of York, later of James II. After 1698, when the old palace in Whitehall was burned down, St. James' became the official London residence of British sovereigns for many years. Here all court functions were held and the royal court is still known as the Court of St. James'. This is why foreign representatives are called Ambassadors to the Court of St. James'. Royal levees still are held there, but the other functions have been held in Buckingham Palace since 1861. Queen Anne and all the Georges, including the famous King George III, against whom the American colonies rebelled, all lived in this palace. So did William IV, but since his day no monarch has lived there.

Charles II, Mary, mother of William III, James II, Mary II, Queen Anne, and George IV all were born there. Mary, daughter of King Charles I, William III, Mary II, Queen Anne, George IV, Queen Victoria, and the present king, all were married there.

Prince Lives in York House.

Part of the palace, known as York House, got its name from the fact that the present King lived there when he was Duke of York. This portion is the home of the present Prince of Wales.

One of the most notable rooms in the palace is the tapestry room, so called because of the fine Mortlake tapestries hung there in 1795. Part of this room dates from the time of Henry VIII and the old fireplace bears the initials H and A, for Henry and Anne Boleyn, one of his many wives, the unfortunate Anne being one whom he had beheaded. From the bay window of this room all new sov-

ereigns are proclaimed when they accede to the throne.

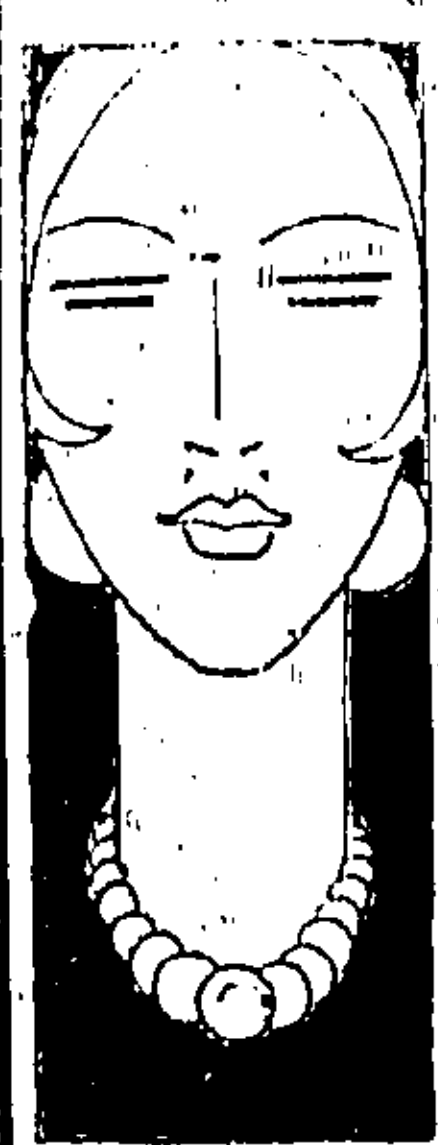
The Chapel Royal was built for Henry VIII, but has been considerably altered. The King and some of the nobility have pews there. The ceiling, designed by Holbein, was completed in 1540. At the feast of the Epiphany on January 6 an offering of gold, frankincense and myrrh is made on behalf of the king, the service being conducted by the Bishop of London, who is ex-officio Dean of the Chapel Royal.

Vaults for Royal Liquors.

In the vaults of the palace, wine for the royal tables is matured and bottled when wanted. There also are the whisky vaults from which spirits for the royal tables are drawn as required.

The palace has been the scene of many important international conferences. In 1814 the Allied sovereigns assembled there to discuss the peace of Europe, while the great Napoleon was exiled by them to the Isle of Elba, from which he afterwards escaped. In 1912 the Great Powers arranged for the peace which ended the war between Turkey and the Balkan nations.

In 1920 the League of Nations Council held a meeting there, under the present Lord Balfour. In 1921 the delegates assembled there for the great peace conference to which German delegates for the first time took full part.



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MORNINGS and evenings are chill and damp. The dreary days of drizzle, fog and gloom are approaching.

These damp, dreary days bring colds, coughs and more serious illnesses in their train. Are you ready for them? Is your health built up so that you are fully protected against the ailments that they bring?

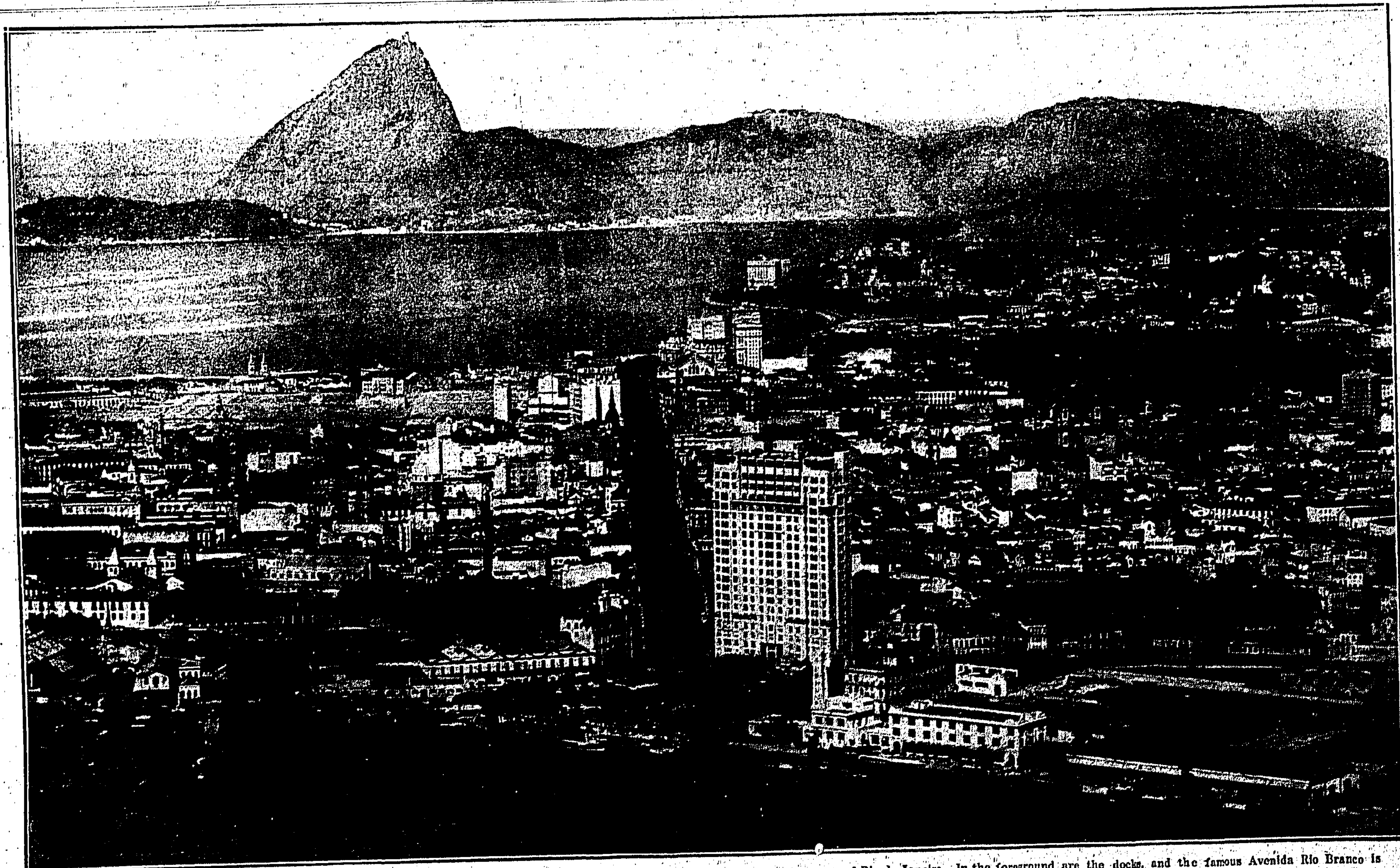
"Ovaltine" is your sure protection. Prepared from milk, malt, eggs and cocoa, it contains every factor and element essential to health in correctly balanced proportion, and in an easily digested form.

Make "Ovaltine" your daily beverage in place of tea, coffee, etc., at and between meals. Then you can face this weather with abundant strength and vigour to resist all ills.

"Ovaltine" is the most economical as well as the most perfect form of nourishment in the world. Nothing could be added or altered which would possibly improve it in any respect.

OVALTINE
Builds up Brain, Nerve and Body

S. A. F. 12.



THE BEAUTY OF RIO DE JANEIRO.—A photograph taken by the Aircraft Operating Company during the first part of their air survey of Rio de Janeiro. In the foreground are the docks, and the famous Avenida Rio Branco is seen cutting across the city from sea to sea, with the Sugar Loaf in the background. Plans are being made to improve the city. (Times copyright).

The Revolution in Sportswear

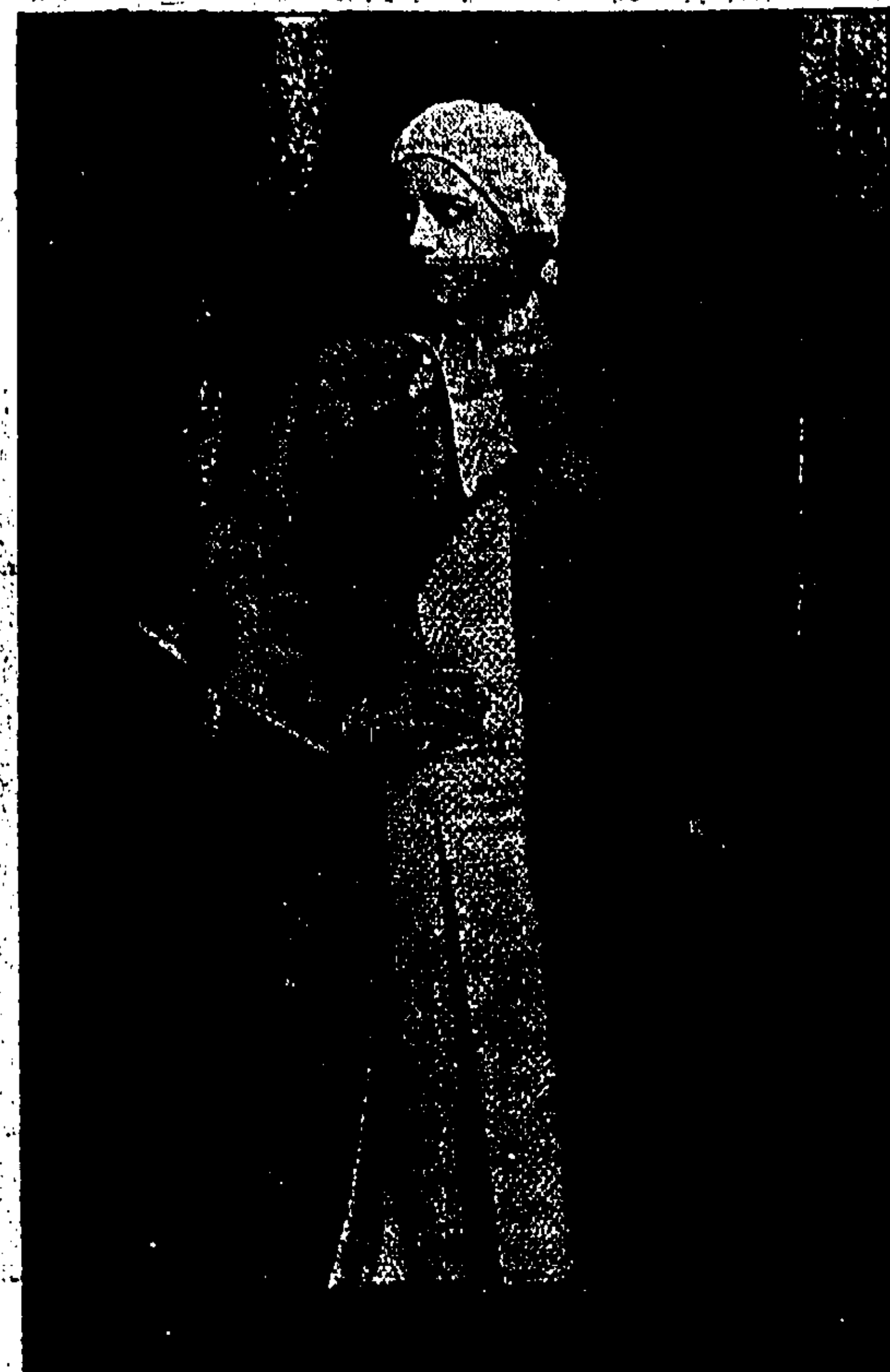
Intricate new details take outdoor apparel outside the realms of those simple little frocks worn in the dear dim days when the fair sex abandoned the sink to take up golf



I. This cotton ensemble, developed in shirting with diagonal stripes, uses a tuck-in blouse.



II. This tweed and knitted wool ensemble of rose and gray features a snugly fitting hip yoke, box pleats, and belt.



III. This cape coat of diagonal tweed chosen for a knitted dress fabric for a lining.



IV. Spongy woven cotton ratine is shown in this jacket suit which presents an inverted pleat at the skirt back.

V. Novel treatment of the bold red stripes adds interest to this linen tennis dress, fastened at the back by three obvious buttons.

A REVOLUTION is going on in sports wear as well as in the more formal attire. The 1930 Palm Beach style registers important changes of policy and treatment that affect the entire sartorial program.

For Palm Beach can always be depended upon to introduce the newest wrinkles and the smartest clothes, and its straws are the infallible indication of the direction of the style zephyrus.

One interesting and outstanding development is the popularity of cotton and wool, disputing as it has, the supremacy of silk.

The smart silhouette is not exaggerated. It is slim, graceful and natural. The waistline, though higher and usually belted, is less emphasized than it is in afternoon frocks, and the skirt is much less extreme, being just an easy, graceful length, a few inches below the knee.

LINING up the colors we find while leading easily, but it always does. Yellow and green both have favored positions, and there is much interest in a new pink. It is noticeable that black and white combinations are featured this year even for sport and that deep colors are given what artists call a "gray wash" to impart a slightly faded appearance. Pastel colors are more desirable than the hard, bright tones.

Gray is much featured in wool materials for sport, and the combination of gray and yellow is very smart. A touch of gray is used very deftly on many of the pastel shades, to add just the relief that is needed for contrast.

Stripes are smart and used in many interesting ways. They lend themselves admirably to the intricate cutting and the manipulation of material that is so inevitable.

There is a tendency to roughness in wool, particularly in tweeds and jerseys, and in silk fabrics. Shantung and pure silk weaves are newer than the flat crepes with the high sheen.

A DECIDED vogue for the cape is assured from the Palm Beach models, not only on coats, but on frocks as well—ending just a few inches above the natural waistline.

Illustrated today are some of the newest models created by William Bloom.

I. THIS cotton ensemble, which is developed in a fine cotton shirting with diagonal stripes, is worn with a tuck-in blouse. The blouse is also of shirting, but it features wider stripes. The jacket is not unlike, in cut, that which the lumberjack wears, with its large breast pockets and the wide belt to give the bloused line. The skirt features a wide yoke and a discriminating use of deep pleats.

II. HERE is a new version of tweed and knitted wool. It comes in the most alluring shade of rose that is blended with gray. The blouse with its fascinating neckline is of knitted wool, and the skirt is of a plain rose, and both are banded with the tweed of the coat. A snugly fitting hip yoke, box pleats, and a belt that is almost above the normal waistline are style points of importance.

III. THIS costume is one of the typical wool ensemble of diagonal tweed, featuring a shoulder cape coat, lined with the new knitted fabric that is used for the dress. The small scarf collar is an interesting finish at the collar, and the bag matches the coat. The frock is simplicity itself, with a modified princess line, and pleats in the skirt.

IV. A YOUTHFUL and smart golf costume is shown in this jacket suit of the spongy woven cotton ratine, with an inverted pleat at the back of the skirt, and the jacket which buttons squarely down the front. The blouse here is of knit cotton, and the turban is contrived of the ratine fabric.

V. FOR the tennis player, as well as for the woman who aspires to a good coat of tan, is the striped dress of linen boldly striped with red. The interest is achieved by the novel treatment of the stripes, and the back fastening with its very obvious three buttons—and not much else. The linen belt is worn at the natural waistline, and is buckled in front.

All costumes shown on this page are exclusive models from William Bloom

Readers are invited to send photographs of local interest for reproduction in this Supplement.

Hongkong Telegraph.

Pictorial Supplement

February 8th, 1930.

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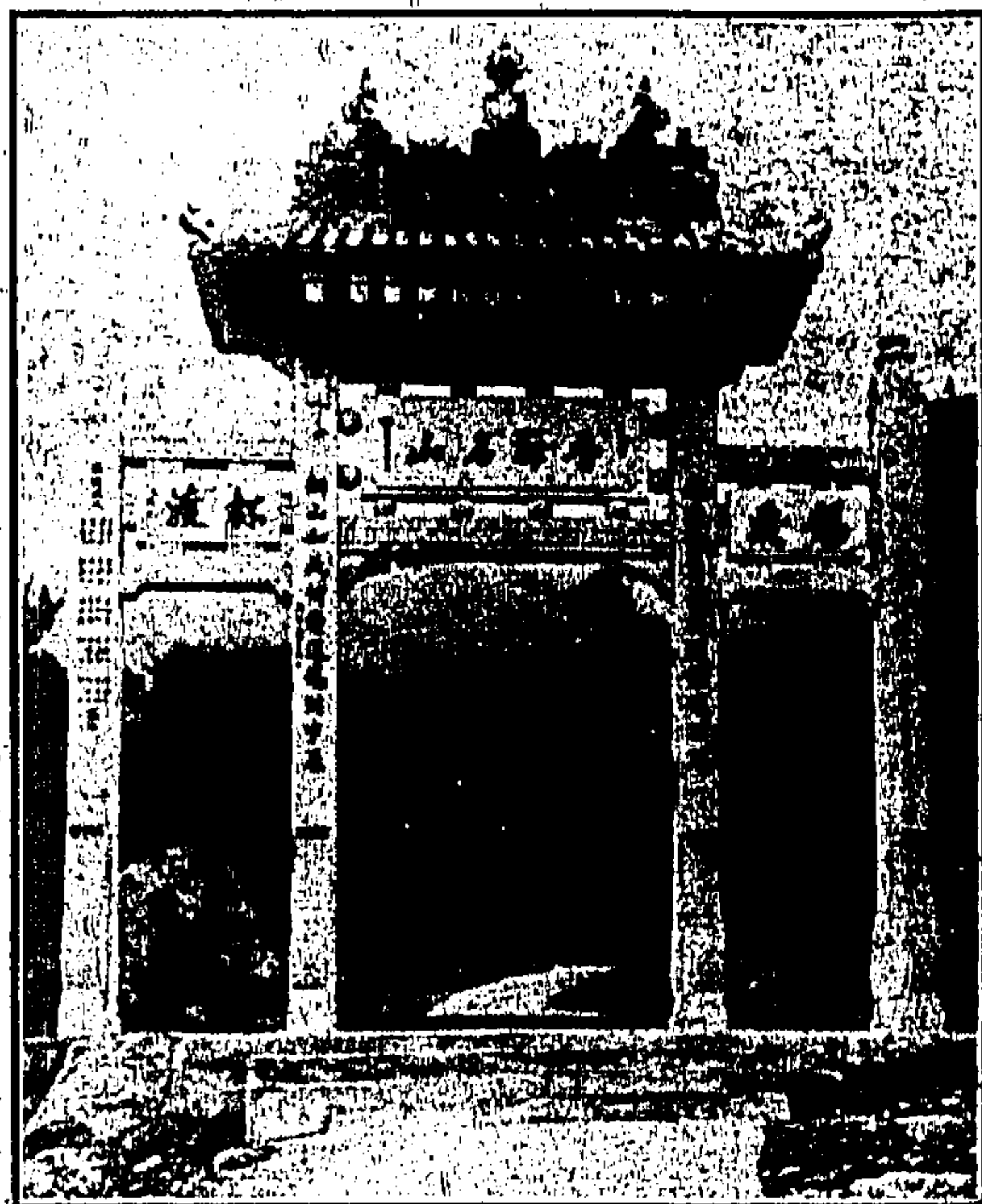
Manager: — Ralph A. Cooper
F.I.O. Registered Optometrist.
(Canada)

CHOICE VIANDS—

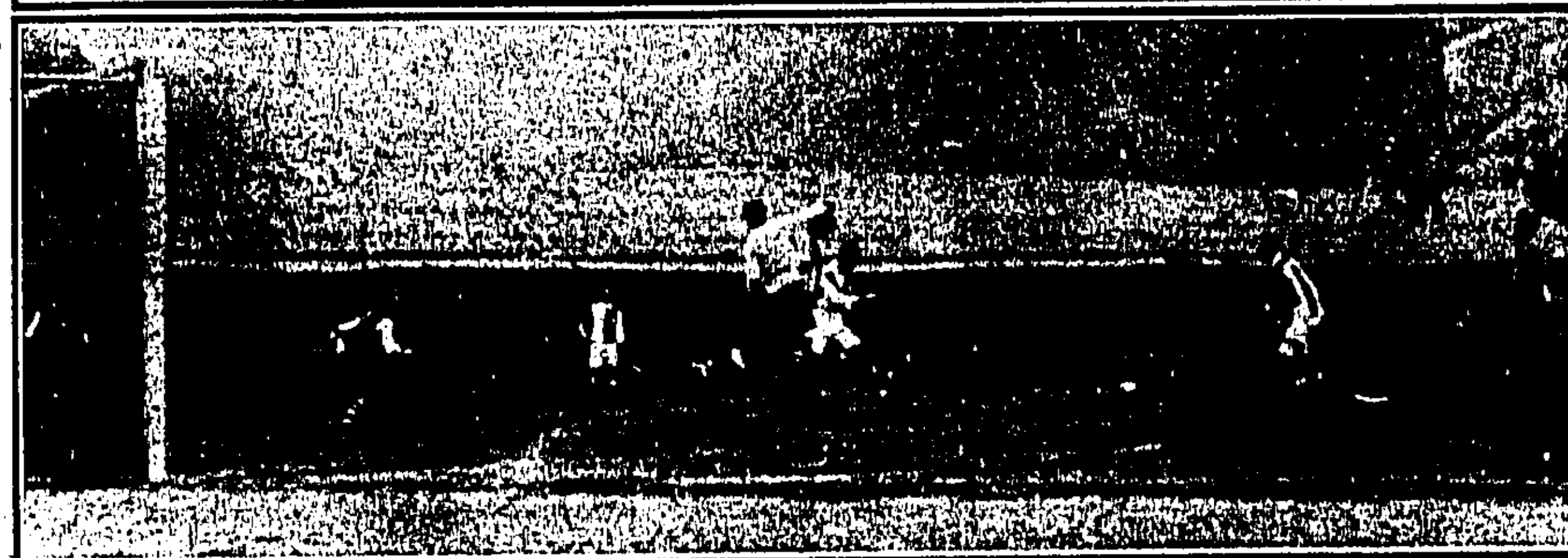


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LUNCH SAUSAGES
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This striking monument has recently been erected near the entrance to the Temple situated on Castle Peak, in the New Territories. (Photo: A Fong).



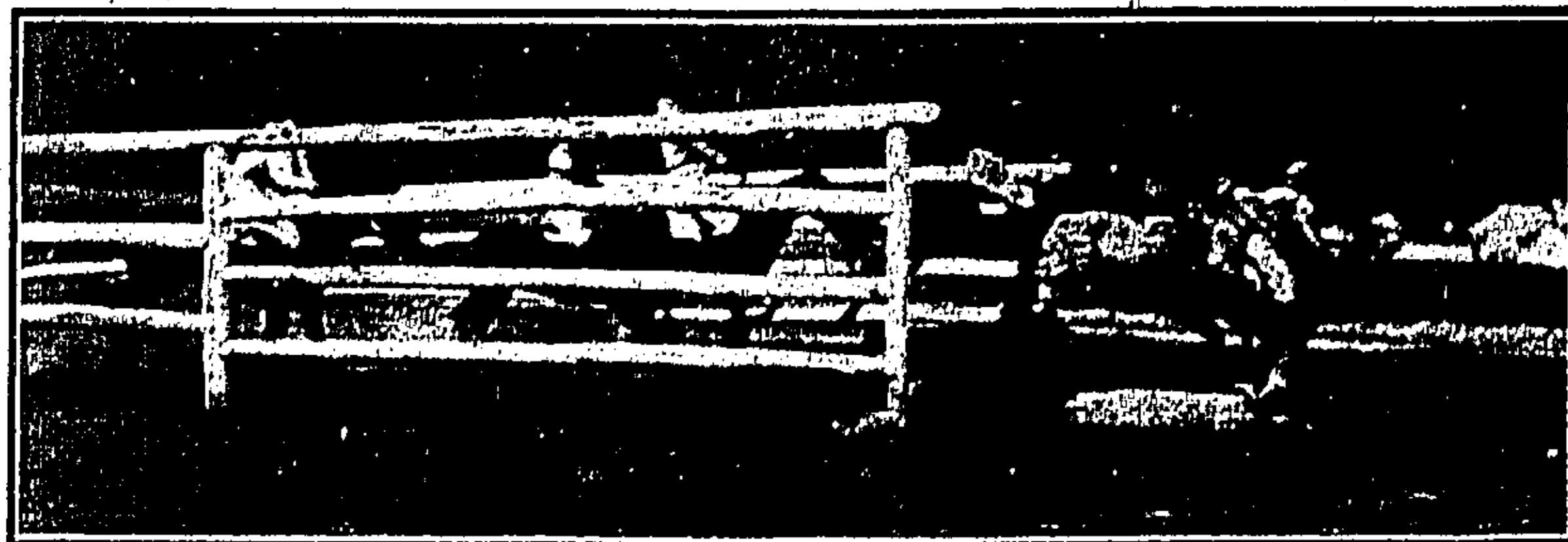
Photographs show the Hongkong Chinese and their Shanghai rivals who met in a series of football games at Caroline Hill during Chinese New Year. After two draws, Hongkong won and thus qualified to represent China in the Far East Olympic Games. (Photos: Ming Yuen & Mee Cheung).



Some of the crowd which attended the Chinese New Year Meeting of the Fanling Hunt and Race Club at Kwantl course last Sunday; when some excellent sport was witnessed. (Photo: Mee Cheung).



Mrs. L. Dunbar presenting trophies at the Fanling Hunt Meeting at Kwantl on Sunday last. (Photo: Mee Cheung).



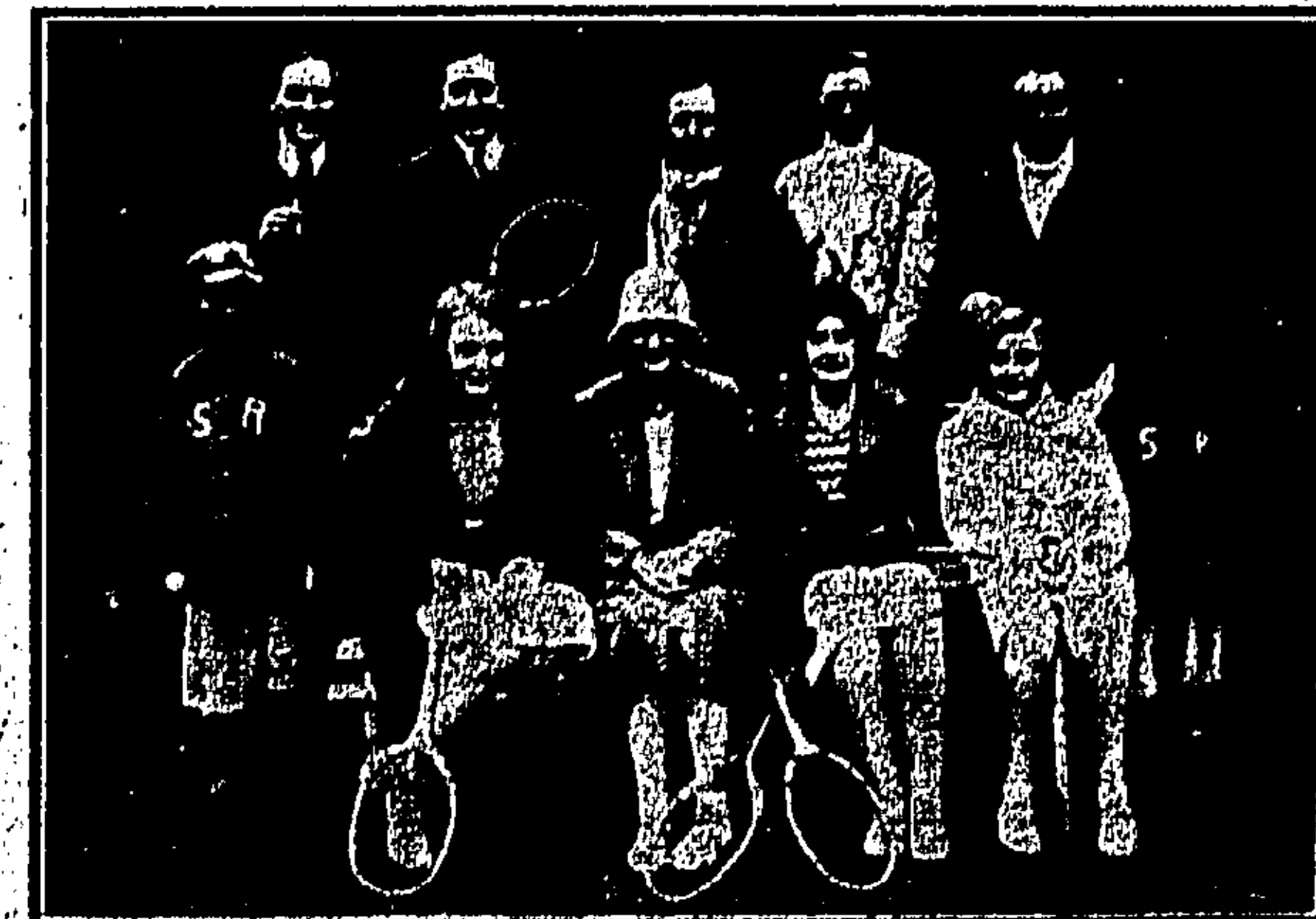
Some good action pictures taken at the Steeplechase Meeting of the Fanling Hunt last Sunday. Bottom picture shows the water jump being negotiated. (Photo: Mee Cheung).



In view of Marshal Chiang Kai-shek's forthcoming visit to Canton, this picture is of peculiar interest. It was taken in 1928 on the occasion of the departure of Marshal Chiang from Canton to head the Northern Expedition. He is seen eighth from left, standing; also in the picture are M. Borodin and General Gaiens.



The players who took part in the recent golf match between teams representing Scotland and America on the Tungshan course, Canton. Scotland won easily.



A group of tennis players taken on the U.S.R.C. courts at Kowloon recently. The gentlemen are officers from H.M.S. Kent. (Photo: The King's Studio, Kowloon).

Whiteaways

**FINAL CLEAN-UP
NEXT WEEK.**

Stocktaking Bargains

HALF PRICE

QUARTER PRICE

ONE DOLLAR

Fresh Bargains Daily.

Whiteaway, Laidlaw & Co., Ltd.

ROADS AID EMPLOYMENT.

Expenditures for highways and street construction and maintenance in 1930 will exceed two and a half billion dollars and furnish employment to more than 625,000, according to the American Automobile Association.

PREPARE 1931 ROADS.

To speed up employment and road building programmes, the 1931 road appropriation of the U. S. government has been distributed to 48 states and Hawaii. This \$73,125,000 will be set at work at once on road improvements.

ASK LARGE ROAD FUND.

An allowance of \$52,000,000 for state roads is what the New York state highway department plans to ask the legislature for this year. This amount will be used solely for the construction and upkeep of roads.

THE TAX BURDEN.

It is estimated in Detroit automobile circles that the 1929 gasoline tax will total more than \$450,000,000. This is a 100 per cent. increase over the aggregate collections of 1921, which were \$4,700,000.

A MILLION DOLLAR YACHT.



Charles F. Kettering's million-dollar yacht shown here, with photos of Kettering and Mrs. Kettering in insets. The library, above is an example of the way the boat is finished within.

Detroit.—An auto engineer whose inventions have revolutionized the industry, and who has interested himself in other forms of mechanical and electrical progress, has added a new interest to his list. It is yachting, but yachting of a sort that will require his own participation in the operation of the machinery below decks as much as his playing host above.

For in the million-dollar yacht that Charles F. Kettering, famous inventive head of General Motors Research, has had built for himself, there are novelties that only he could devise under the circumstances.

His own apparatus for synchronizing the operation of two large Diesel motors, so as to cut down vibration almost entirely; an automatic radio and phonograph that can be turned on or off from any of the rooms. In the

yacht; an electric clock that keeps time with the movement of the ship across the meridians of longitude; an elaborate refrigeration plant and various other details will demand his interest when he takes the boat out to sea.

May be in Overalls.

The Olive K., named for Mrs. Kettering and built at Bay City, Mich., is down in Florida waters awaiting Kettering and five of his friends who will take a cruise to the Galapagos Islands in the South Pacific, soon after the new year. It will be an all-stag party and may entail some exploration around the Islands.

What the cruise is all about, Kettering won't tell, but he does admit that a large part of the time he will be found in the engine room, or in the pilot house, or in the radio room, playing with the instruments that he has had installed on the yacht. In fact, he says he has been tempted to ask the captain to hire an "owner" for the yacht, one who would be immaculately dressed and prepared to meet guests who might board the ship whenever it docked.

"It wouldn't look well for me to come out of the engine room in my overalls and with grimy hands to greet visitors," he says. "And there's no telling when I shall find myself that way."

Millionaire's Toy.

Thus the Olive K., elaborately finished to the tastes of Mrs. Kettering, will be Kettering's million-dollar toy. He will do with this what he has been doing with automotive engines, electrical lighting systems, radios and other inventions. It was to his order and design that a unique synchronizing device has been installed to keep the two huge, six-cylinder Diesel oil-electric motors turning practically in unison. One of his joys on this trip to the South Seas will be playing with this novelty below decks.

At the same time his guests will have occasion to toy with another one of Kettering's ideas—the automatic radio and phonograph system. By this system, a guest in his stateroom or any of the other rooms of the yacht, may dial on his ship's telephone to the radio receiver or phonograph in the library and get any station or photograph record he desires, among those listed in his directory.

Besides the synchronizer, Kettering has had installed a gyro-stabilizer to keep the ship on even keel during a storm, and in the pilot house above he has arranged equipment to direct the yacht along a set course without the direction of a human hand. This equipment includes a "metal mike" or automatic steering apparatus. Besides there are a helm indicator compass, radio direction finder, fathometer and two searchlights.

Salt and Fresh Water.

For the convenience and comfort of the guests, Kettering has had the baths piped for both salt and fresh water. There is an elaborate refrigeration plant and a heating plant for hot water radiation. Forced draft ventilation keeps fresh air in all cabins.

The ship is 170 feet long and has a displacement of 550 tons. The two Diesel engines aggregate over 1,000 horsepower, driving the ship at a speed of 15 knots an hour. The ship has a cruising radius of 7,500 miles at top speed. The interior decoration of the yacht is all Mrs. Kettering's. She

has chosen the colour schemes of all rooms, the furniture and other fitting in such a way that each room is an entity apart from the others. All are elaborately equipped.

Some features of the yacht's furnishings are: a living room finished in panels of crocheted mahogany and a beamed ceiling with ivory panels; crocheted mahogany staircase and wrought iron railings; a baby grand piano in the living room provided with rustproof strings and joined by a special weatherproof glue; silk embroidered scarfs over the piano and table brought from Paris; a library finished in India teakwood; draperies of gold brocade and of various colours for each room; bathrooms of soft coloured tile, with even the linens and soap in colours to match.

One of the cabins has been designed in a black and white modernistic style for the special use of Kettering's son, Eugene, who is now in college.

PLAN NO SPEED LIMIT.

State Motor Vehicle Commissioner of Pennsylvania, Benjamin G. Eynon, urges the lifting of the speed limit in Pennsylvania. He claims that with a speed limit in effect traffic officers are occupied with speedsters rather than devoting their time to recklessness and accident hazards.

SYNTHETIC GAS.

A company has been formed in New Jersey to manufacture synthetic gasoline from crude oil by the German hydrogenation process. The I. G. Farbenindustrie of Germany is part of the organization.

HUGE GAS TAX.

The total gas tax collected in 47 states and the District of Columbia during the first six months of 1929 amounted to more than \$175,140,000, according to the bureau of public roads, U. S. Department of Agriculture. A total of 5,693,872,000 gallons was taxed during this period.

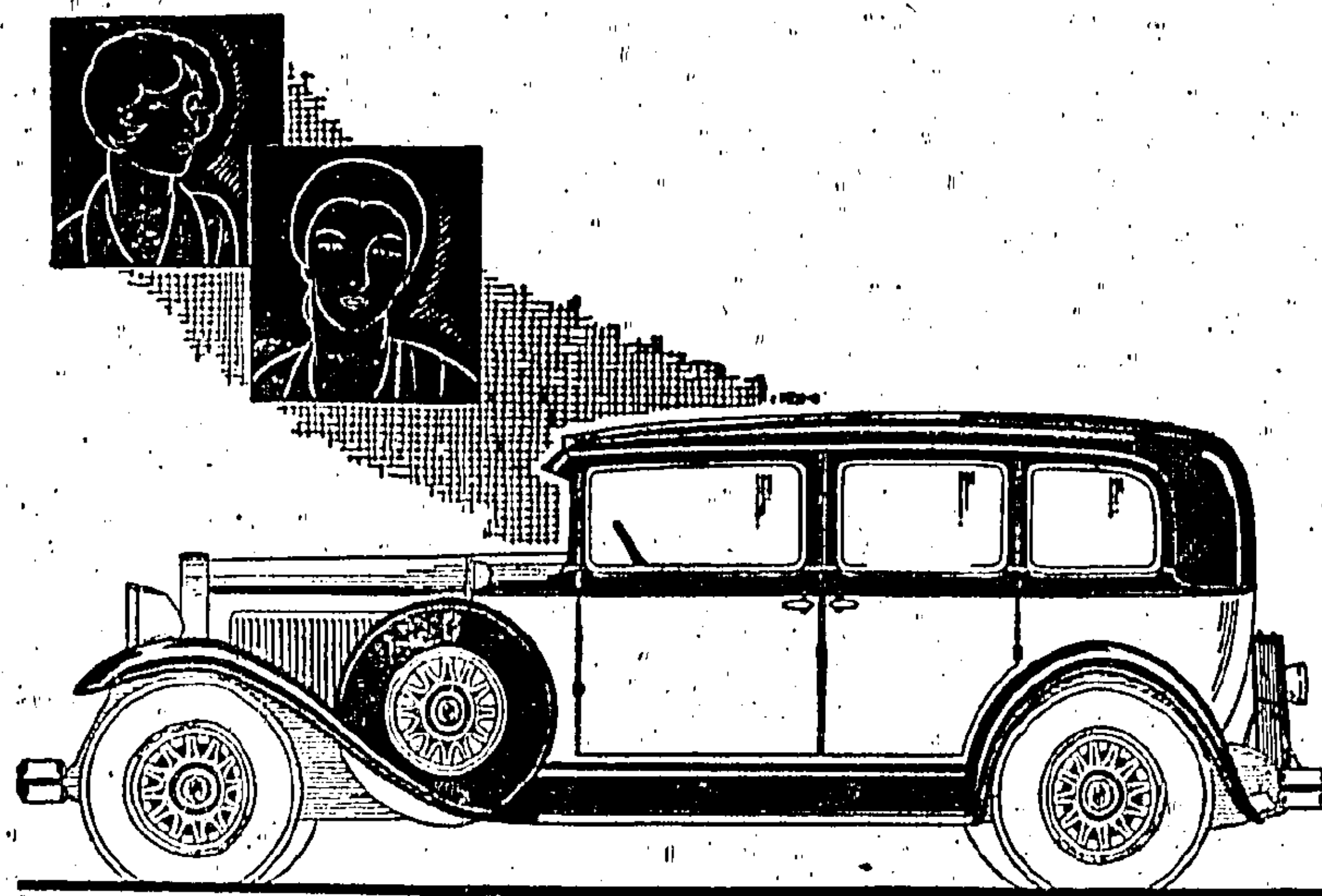
TO REMOVE TOLLS.

England is acting to remove tolls on bridges connected with its motor highways. There are 65 toll roads in England and Wales, and Captain Peter MacDonald has introduced a bill into the House of Commons to do away with them.

STUDEBAKER
world's largest builder
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will soon announce
ANOTHER THRIFTY EIGHT
at a new low price

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TODAY'S SMARTEST SEDAN

THE long, low, graceful lines of the Nash "400" need no eccentric ornament to give them beauty and character. "400" colours are in the correct mode of the moment. Coachwork compares most favourably with that found in custom bodies of the highest price. Complete equipment leaves nothing to be purchased later, except a spare tyre.

Nash engineering offers many owner advantages such as a Twin-Ignition motor, ensuring greater, smoother, more economical power... Outboard mounted hydraulic shock absorbers that make rough roads smooth... Centralized chassis lubrication that oils 29 vital chassis points at a touch... A steering mechanism that provides unmatched ease of control... and other features usually associated with cars of much higher price.

Here is the car of cars for families who appreciate true luxury yet wish to avoid excessive cost.

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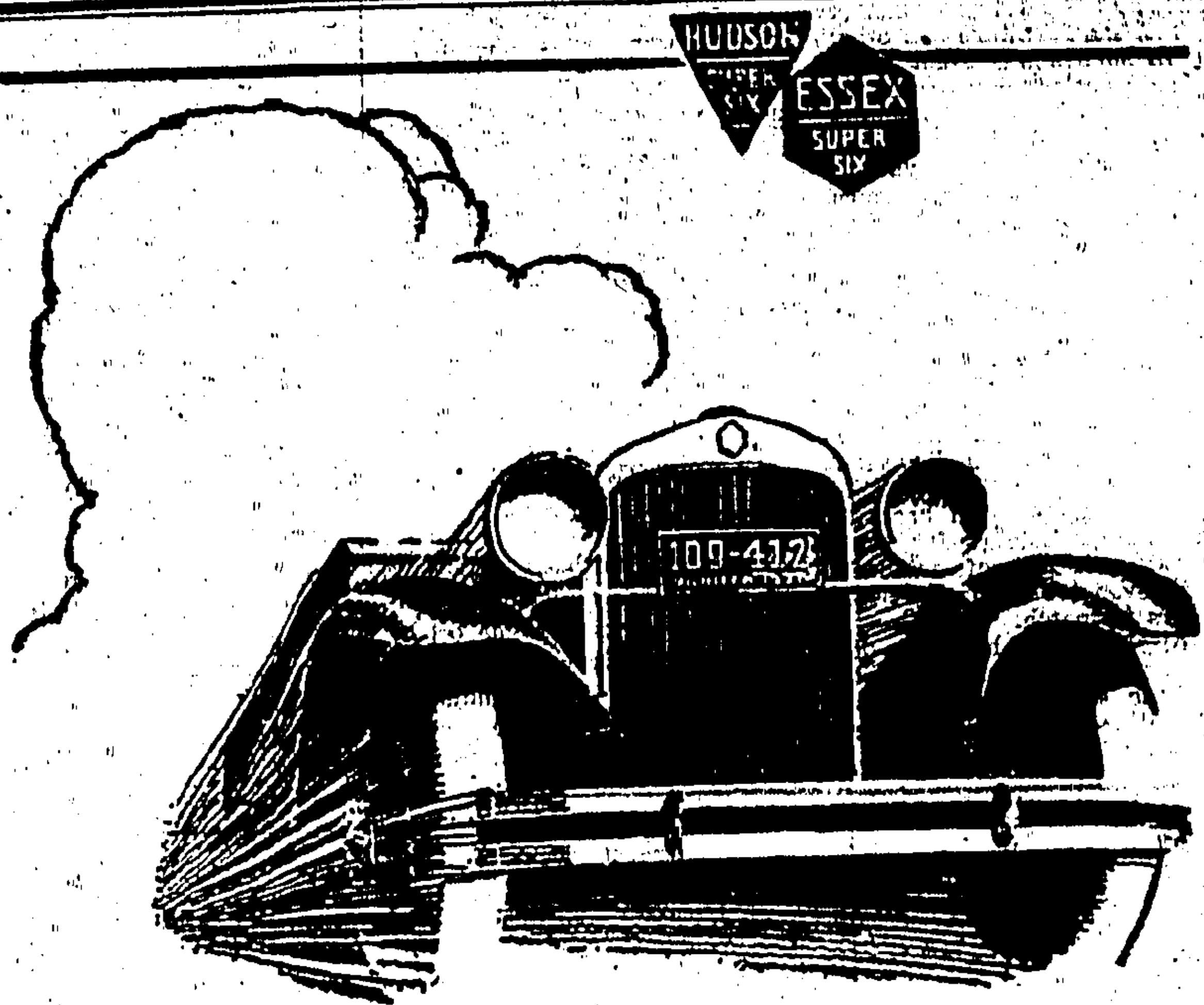
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From cars of every price and size, motorists are selecting Essex the Challenger as their next car. In speed, performance, beautiful colours and economy, this fine Super-Six compares with cars costing far more. With 7 body styles to select from, riding ease and features usually found only in costly cars, Essex the Challenger bids you pit it against anything that motordom has to offer. We will gladly place a car at your command.

ESSEX the CHALLENGER THE CHINA MOTOR SUPPLY CO.

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Branch Office:—486, Yai Tak Road, Canton.



British cars find ready sale in New Zealand, says a correspondent, are those of the "baby" class, which are catering for a market entirely untouched by Americans.

Sir Herbert Nield, deputy chairman of the Middlesex Sessions, said that the "baby" class of motor cars will be forbidden to take alcoholic drinks.

"What's the matter, dear?"
"Can't get this confounded self-starter to work. I think there must be a short circuit somewhere."
"How annoying! Can't you lengthen it?"—*Laporté (Ind) Herald-Angus.*

"Do you ever take Mrs. Glump for a ride in your car?"

"No, with her jabbering in the back seat my wife couldn't keep her mind on my driving."

An express ferry at Queensferry is suggested as an alternative to the proposed road bridge.

A couple of university students were hauled into traffic court the other day on a charge of highway burbling in their collegiate fliv.

"Have you a lawyer to act as counsel for your defence?" the judge inquired.

"No, Your Honour," responded the elder of the two, "you—man with a frank open countenance. 'We don't want a lawyer; we're going to tell the truth.'"

"We had a wonderful trip. We saw snow-capped summits leaping toward the cerulean heavens; we saw foaming torrents rushing through the bottoms of shadowy canyons; we looked down from the beedling crags into the depths of limpid lakes—"

"How many miles to the gallon did you get?"

LONDON—EXETER.

Motor Cycle Trial.

300 RIDERS.

Over 300 competitors took part in the Motor Cycling Club's London to Exeter and Shaftesbury trial held recently. No woman competed, but there were many women passengers in the side cars and light cars.

The 170-mile night run to Exeter in the keen air of a starlight night proved a jolly ride, and it was a cheerful band that rode into the city for breakfast just before dawn. The chief difficulty of the night's run was in keeping down to the schedule of twenty miles an hour.

A Crash: Machine in Flames.

There was one thrill when Harold Jones, driving a ten horse power Brough Superior motor-cycle and sidecar, skidded, mounted a ditch and hurtled down a bank. Driver and passenger were thrown into a field, and the machine overturned and became locked between two trees. The rider and passenger were uninjured, but the machine burst into flames and was completely destroyed.

Bad Going.

Pouring rain during the whole of the morning. Most flooded some of the by-roads over which the remainder of the course was laid. This included five tests hills before the finishing point was reached at Shaftesbury (Dorset), into which mud-battered girls and men, covered from head to foot, and soaked to the skin, came limping early in the afternoon.

Mr. T. G. Meeten fell over his machine, which skidded when rounding a hairpin bend, and the machine hurtled into the village with Mrs. Meeten in the sidecar, but it was pulled up before she was hurt.

EXCURSION AIR RATES.

Air travel can be done between Cleveland, Chicago, Kansas City and St. Louis on excursion rates now. A middle west line has started week-end excursions between these points, the fare being the same for a round trip as a regular one-way fare.

SAME TRAFFIC SYSTEM.

Fifteen of the large cities of the United States have adopted the model traffic ordinance sponsored by the National Safety Council.

U. S. A. MAN INVENTS NEW PETROL SAVER

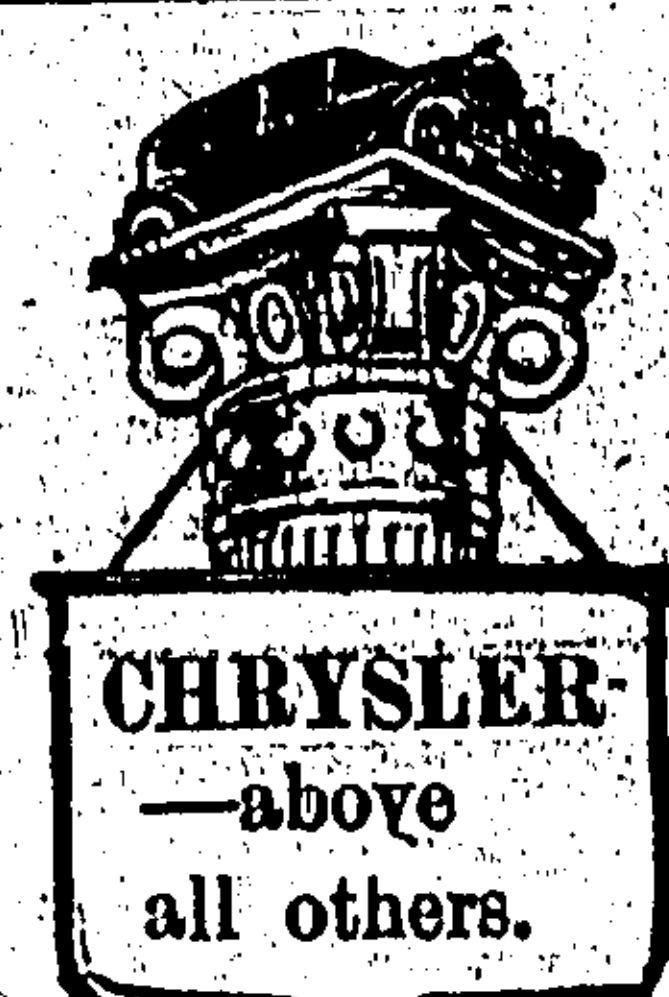
Walter Critchlow, 1922-D St. Wheaton, Ill., U.S.A. has patented a Vapor Motore Petrol Saver and Carbon Eliminator for all Autos and Engines that burn any grade gas.

OIL ENGINES FOR BUSES.

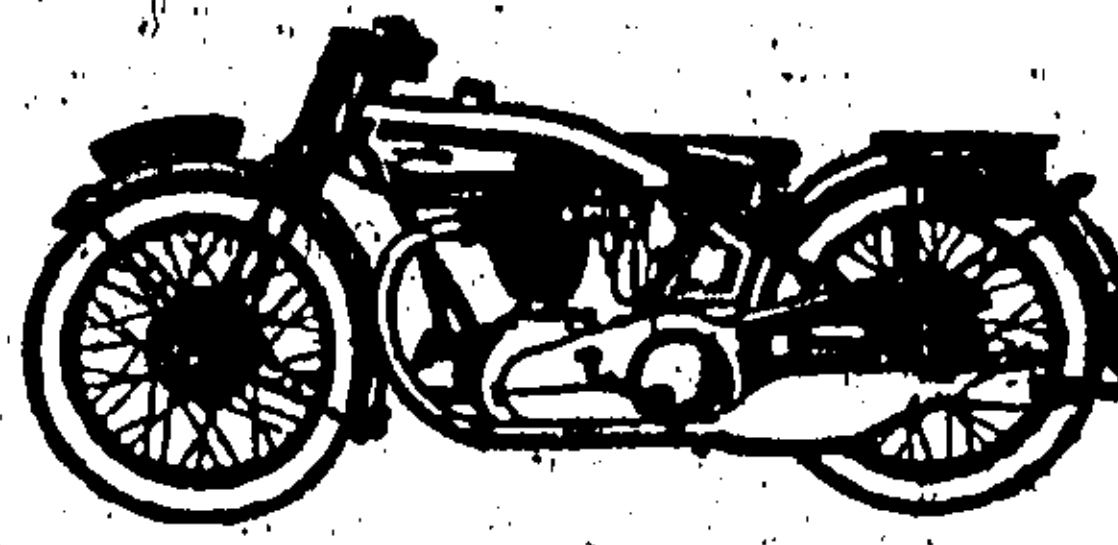
Experiments are being carried out by the London General Omnibus Company with a view to heavy oil engines being fitted to its omnibuses. An official of the company said to a Daily Mail reporter recently—Heavy oil-engined omnibuses are coming to London streets because our engineers are convinced that they are far more economical than petrol engines. When they will make their appearance it is impossible to say.

ROADS IMPROVING.

During the fiscal year 1929, more than 7400 miles of federal-aid highways were improved in the United States and Hawaii, according to the U. S. Department of Agriculture.



See the First British "1930" Motor Cycle to Arrive at Hong Kong.



NORTON MODEL No. 18 4.90 H.P.

The advancement for 1930 in British production of motor cycles can be first represented in this Colony by the "unapproachable" NORTON just arrived. Many important improvements are embodied in the new NORTON designs, including enclosed valve gear and push rods, more efficient silencer, and rust-proof Chromium plating.

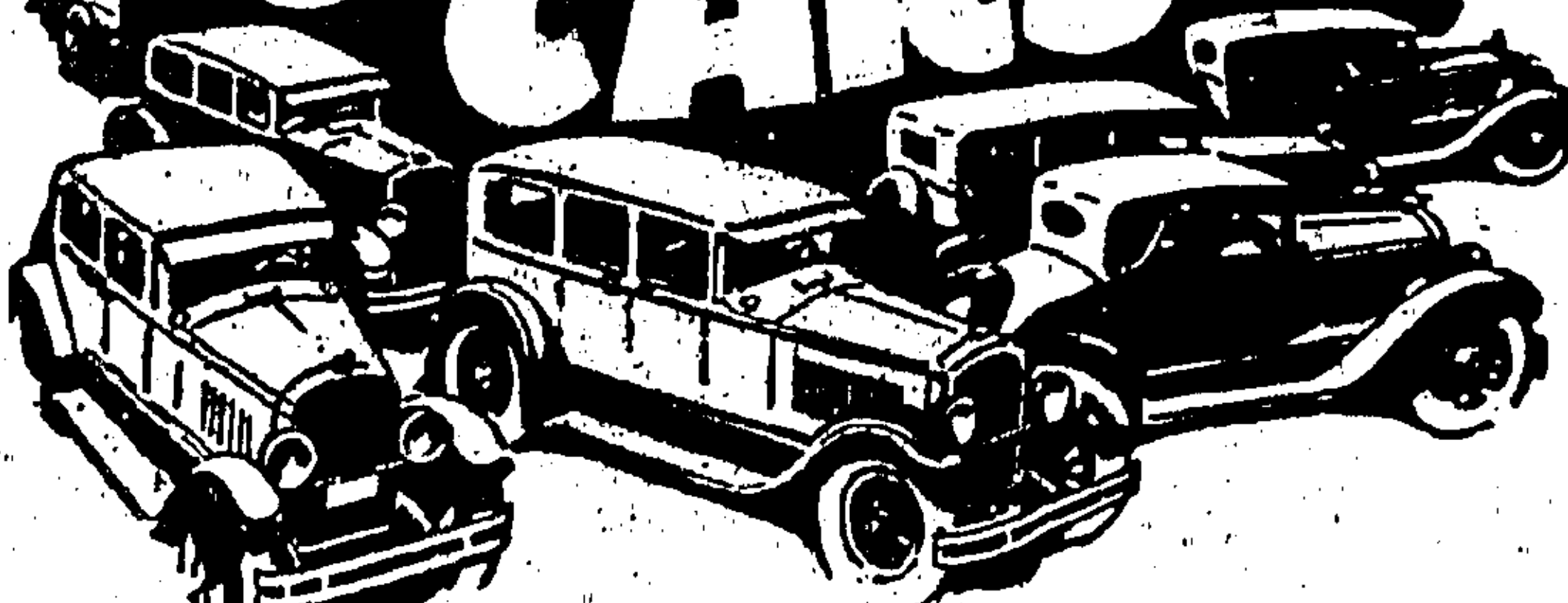
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We will guarantee to re-purchase, at owner's option, any Used Car bought from us and will pay back a definite percentage of the original price paid by the buyer; percentages as under:—

Period of use	3 Months	75%
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"	5	68%
"	6	65%

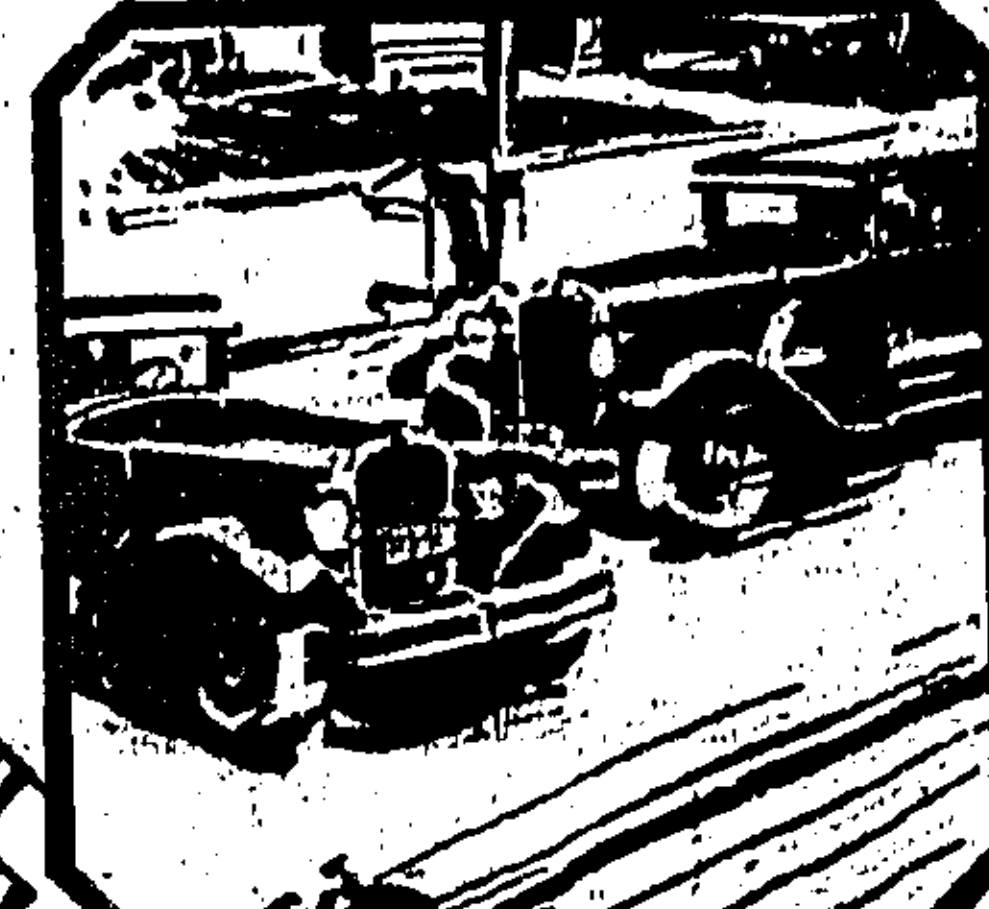
To any buyer wishing to use his car over a longer period we will give special quotations.

Reasons why this Re-purchase Scheme must appeal to you

1. There can be no doubt about the quality of our Cars when we are prepared to buy them back again.
2. A Fifteen Hundred Dollar Car costs you less than \$2.90 per day over the period of six months, and the Car is your own.
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4. When you arrive in England, we can arrange for you to have similar service, and can in fact have a car of any good English make waiting for you at the boat when you land.
5. We can supply you with used Cars in Hong Kong from \$500.

For further particulars call or phone our Sales Department at Head Office.
Tel. C. 4579.

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Firestone Stands by you in EMERGENCIES

WHEN a quick stop is imperative and your brakes scream out—then you'll thank the good, common-sense which prompted you to equip your car with Firestone, the strongest and safest tires made.

Whether it's the sudden stop, the quick getaway or the steady pull through heavy loads—your Firestones are on the job 100% insuring you safety, traction and economical performance.



Come in; let us show you the features that enable Firestone Tires to lead the world.



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Firestone SUN-DRIPED TIRES

PLAN TO REGISTER ALL GARAGES.

NEW MOVE AGAINST CAR BANDITS.

A proposal that all motor-car garages, whether public or private, shall be registered is to be submitted by the police authorities to the Home Secretary.

The object of the scheme is to counteract the operations of motor-car bandits, and to put a check on the all-too-frequent thefts of cars. In the metropolitan area alone about 30 cars are stolen daily.

This proposal comes in the form of a resolution passed by the Constables' Joint Committee of the Police Federation, and will form the subject of a special conference.

Should the federation confirm the scheme—and there appears little doubt of this—the Home Secretary will be asked to grant the necessary powers.

From the Ranks.

A high police officer, spoken to by a Press representative last night, said:

"The suggestion comes from the lower ranks, and I think it is a good one. Every honest car owner will welcome it."

"Supposing, for example, a car is stolen in the North of England. It must be garaged somewhere, and under this scheme it would not take us long to find it."

While making inquiries into the Charing Cross trunk murder, Superintendent Cornhill discovered nests of garages in Brixton and Camberwell, but they were all locked and no one seemed to know the owners.

During a recent Old Bailey trial it was stated that the prisoners, who were convicted, had disguised stolen cars in wholesale fashion.

Until a stolen car was followed right into the garage the police were not aware of the existence of this receiving depot, where the work was carried out.

In Camden Town a thieves' garage was cunningly masked by a secret door which resembled part of a wall. Here also, it was only by accident that the detectives stumbled upon the place.

The police hold the view that many owners of private garages unwittingly assist car thieves by letting to them premises which they themselves do not require.

Little notice is taken, as a rule, of the cars left in these garages, so that it is easy for the owner unsuspectingly to lend his garage for a criminal purpose.

If all garages have to be registered, it will be necessary for the owner to state whether he, himself, is using the premises or, if he lets, to give the name and address of his tenant.

WOMAN PLAYWRIGHT POISONED.

"DRUGS OBTAINED AS EASILY AS SWEETS."

An open verdict was returned at the inquest at Kensington on Mrs. Agnes Croysdale, aged 47, of St. Albans Mansions, Kensington Court-place, who was stated by her sister, Mrs. Olive Gibbons, of Nassau-street, Marylebone, to have written plays under the name of "Agnes Blanc."

Mrs. Gibbons said that her sister had suffered for a long time from sleeplessness brought on by irregular hours of rest due to her hard work as a playwright. A doctor had prescribed sleeping draughts, but a phial found beside Mrs. Croysdale at the time of her death was not one ordered by him.

It was stated that one dose was half a teaspoonful, but Mrs. Croysdale took a tablespoonful, and said she had taken such a dose before.

Dr. R. M. Bronte, the pathologist, said that the phial was labelled "Sonnifaine." This was a hypnotic and taken in large doses, a poison. The phial held twelve times a fatal dose. Death was due to narcotic poisoning.

"I think all these drugs should be more restricted, but as fast as one is placed on the schedule another is manufactured," he said.

The chemist who sold the drug, Mr. William Chapman Inman, of Kensington High-street, said that it was under Part I of the Poisons Act. It was necessary to record a sale of the drug in a book, but in this case the record had not been made.

The coroner—I suppose you know that you have committed a breach of the Poisons Act?

"If you can get these things as easily as sweets, they might easily have thought them not dangerous," he added.

FINE WEATHER.

The Royal Observatory reports that a depression which formed to the north of Formosa yesterday has moved to the south-east of Naha. An anti-cyclone has formed over China. Fresh monsoon will prevail along the south-east coast of China and over the North China Sea. The forecast till noon to-morrow is:—North winds, fresh; fine.

STAR FERRY CO.

ANNUAL REPORT SHOWS BIG PROFIT.

The report of the Star Ferry Co., Ltd., for the year ended December 31st, 1929, states that the net earnings of the boats, after paying all working expenses, amount to \$447,649.75.

The amount at credit of Profit and Loss account, after transferring \$50,000.00 to Reserve Fund, \$40,000.00 to Contingency Account, paying for repairs, allowing for Directors' and Auditor's fees, and depreciation, including \$40,038.34 brought forward, is \$354,487.03 which, with the approval of shareholders, it is proposed to appropriate as follows:—To pay a dividend of \$2.00 per share, \$160,000; To pay a bonus of \$2.00 per share, \$160,000; To carry forward, \$34,487.03.

Directors.—During the year, Mr. A. S. Gibney joined the Board but subsequently resigned, and Mr. H. H. Bragg joined the Board but subsequently resigned. Mr. T. G. Weill and Mr. C. Gordon Mackie also resigned during the year, and Mr. J. P. Warren and Mr. M. T. Johnson were elected in their places. Since the end of the year, Mr. Johnson resigned and Mr. Mackie rejoined on his return to the Colony. Mr. A. H. Compton retires according to the Articles of Association, but being eligible, offers himself for re-election.

Auditor.—The accounts have been audited by Mr. C. Bernard Brown, A.C.A., who offers himself for re-election.

THE RUGBY COUNTY CHAMPIONSHIP.

GLOUCESTERSHIRE & LANCAS IN THE FINAL.

London, Feb. 2.

The semi-finals of the Rugby Football County Championship were played off yesterday.

Gloucestershire, winners of the South-Western group, journeyed to London and beat Middlesex, winners of the South-Eastern group, by 12 points to six.

In the other semi-final, Lancashire, who by an unexpected victory over Cheshire the previous week had won the Northern championship, met the East Midlands, a team composed almost entirely of Northampton players, for the championship of the whole North of England. Lancashire, playing at home, won by 30 points to 10.

Gloucestershire and Lancashire will now meet in the final.

THE RETURN OF EUNICE.

(Continued from Page 6.)

plastered with anti-foreign posters, the local branch of the Students' Association for the Protection of China from Foreign Aggression had several protest meetings and held a big procession through the town, and a circular telegram was sent to Canton, Nanking, Peking, Moscow, and Geneva, denouncing Imperialism and demanding the immediate destruction of all foreign goods in China.

Fortunately, just as things were beginning to look serious there was a revolution and all the old officials had to fly for their lives to Hong-kong. The new gang were too busy to bother about goats, so that Kettle got off by paying the policeman \$15 (big money), and promising to have the dangerous animal killed. Shortly afterwards, it got loose again and ate up his sweet peas that were just coming on nicely, and nipped the head off a plant that Kettle was very proud of—a night blooming Cereus that he had had for years, and which was just coming into bloom. So there was nothing for it but to have the wretched animal done away with. The meat was made up into sandwiches and sent to the Club for one of the Community Pleasure Saturday Evening dances, where it was much appreciated by the officers of a foreign gunboat that happened to be in port.

Really, life in an outpost was very difficult for a grass widower, and when Kettle wrote and told Eunice all about it, she made the most of the opportunity it gave her for pointing out the advantages of having a wife on the spot. The result was that before very long he said quite openly that he wanted her back again. He knew enough about life in China to know that the unfortunate circumstances in which she had left Hongkong would not count against her. There were far too many current scandals in Chaomoy for people to be much interested in Hongkong gossip of nearly two years ago. In any case, social affairs are just as much subject to the law of supply and demand as other things, and there is always a shortage of women in outposts. If a woman looks all right and talks all right, a doubtful past will always be overlooked.

(To be continued next Saturday).

INTERPORT GOLF.

HONGKONG'S BIG ADVANTAGE OVER MANILA.

ALL FOURSOMES WON.

The triangular Interport golf tournament will conclude to-day. Hongkong should have no difficulty in securing the honours. They have already defeated Shanghai and are now well on the way to beating Manila. The Manila players have not won an Interport at Kauling yet, and it is impossible for them to secure a victory in the match now proceeding, for if they win all six singles to-day they can only tie.

The fourballs yesterday were played in terrible weather. One of the Manila players was whistling the tune "Singing in the Rain" before the first of the Club house about a quarter of an hour before the first fourballs started, but after that it was golfing in the rain all the time. Never has an Interport been played under such adverse conditions, and the remarkable thing is that the standard of golf during the afternoon downpours was so high.

Marion in Form.

Marion was at the top of his form. He has a masher in his bag that was doing all sorts of wonderful things. Some of the greens were almost under water but this did not trouble Marion. Out came his masher and the ball was in the hole. He was driving a straight ball all distances with his second. He went round in the afternoon in 74, figures which speak for themselves. Wrigley, his partner, had little to do. He played a fairly good game, but was not at his best.

Capt. Fielder and Parrott held the Hongkong men very well up to the 25th, but then Marion holed a long masher, "putt." From this point he went on to carry everything before him, securing "birdies" and bogeys all the time. The match finished on the 33rd with Marion and Wrigley winning 6 and 3.

A Keen Tussle.

Mason and Coltrane gave Sheehan and Andrews quite a fright for a time. The Hongkong pair were expected to win this match easily, but they had as much as they could do during the morning round to hold their own. There was very little in it throughout the whole eighteen holes, and when the players went into tiffin Hongkong were only one up. They soon settled the issue in the afternoon. The rain did not worry Sheehan much, for he produced some very fine golf and he and Andrews eventually triumphed 5 and 4.

Fine Recovery.

The match between Capt. Bloxham and Dodwell (the Hongkong Captain) and Douglas and Mackay, the down and the giant of the Manila side, was remarkable for the wonderful recovery made by the local men after being three down at the fifth interval. It looked then as if they were almost certain to be beaten. They did not share that view themselves as was shown by the fact that they wiped off the arrears in very quick time. They got a hole back at the first in the afternoon, another at the fourth and brought the match all square at the sixth. Then Manila took the lead again, but they lost it soon afterwards and Bloxham and Dodwell went on to win by 3 and 2.

JAPANESE TENNIS STARS.

EXHIBITION GAMES YESTERDAY.

Although Harada and Sato, the well-known tennis champions of Japan, were unable to give the advertised exhibition matches on the Hongkong Cricket Club courts yesterday, owing to the ground being closed on account of bad weather, they were seen in action at the residence of Mr. M. W. Lo, No. 20, Conduit Road, on the invitation of Mr. Lo.

After the visitors had given an exhibition in which both played brilliantly, Harada played two sets with Mr. Lo, victory going to the former with the local champion winning only one game. Mr. Lo did not show his usual form for the first three games, but he then seemed to get somewhat used to the visitor's dashing methods and brought off some excellent shots. Mr. Lo gave a much sounder exhibition in the second set but he was no match for the Japanese.

The local champion then played a one-set match with Sato who won with the loss of only one game. Mr. Lo again put up a splendid fight, but he was obviously feeling the strain of his previous bout with Harada.

A doubles match between the Lo brothers and the Japanese champions was prevented by rain.

Messrs. Harada and Sato continued their tour this morning when they left for Europe.

NANKING AIR MAIL.

U.S. LEGATION ENQUIRIES.

Nanking, Feb. 7.

The Foreign Office has received telegrams from the U. S. Legation and from C. C. Wu requesting information regarding the reported cancellation of the aviation contract. The telegrams have been referred to the Minister of Communications and Wang Po-chun, who is chairman of the China National Aviation Corporation.

It is pointed out that although the Government had decided to cancel the contract, this decision has never officially been made public.—*Reuter.*

Sun Fo Explains.

Nanking, Feb. 7.

Interviewed this evening on the subject of the air mail contract, Mr. Sun Fo denied explicitly that the Government had cancelled the agreement. He stated that a recommendation to cancel the contract had been submitted recently to the State Council by Wang Po-chun; however, the State Council had decided this morning to refer the matter to the Foreign Office and Ministry of Communications, instructing the two Ministries to negotiate with the China Airways with a view to revision of the existing contract, which according to a decision by Wang Po-chun had been found unwelcome in certain respects.

According to the decision of the Government, Mr. Sun Fo added, there was no cancellation of the present contract contemplated, pending negotiations for its revision. The report that the contract was already cancelled was therefore erroneous.—*Reuter.*

DIAL RADIO ST



What time'd he say it was, Chuck? Two and a half seconds before or after 8:30?

The Very Idea!

A correspondent writes to a Home paper asking if nothing can be done to stop the progress of slang. "I have actually received catalogues," she writes, "from three of the best London shops in which the word 'kiddies' occurs frequently. In vain have I looked for 'child' or 'children.' What is wrong with these beautiful, English words?"

"Such a hold has 'kid' taken on our language that when I recently told of a panther hunt when a kid was used as bait a child was understood to have been murdered."

We do not see what is to be done about it. "Kid" in itself is not really an offensive word, and one does not know how it came to be reckoned in the slang class any more than "chick" or "lamb" or any other affectionate term for the human young borrowed from the lower creation. Moreover, "kid" in this sense is known from the end of the Sixteenth Century. Massinger uses it, as does Tom D'Urfey later, and nearly 90 years ago Lord Shaftesbury wrote in his journal how he had passed a few days happily with his "wife and kids."

"Look here, young man, I think you are too attentive to my daughter."

"But . . . but, really, sir, I'm serious, you know. I'm hoping to marry her."

"So I guessed, and that's why I'm warning you. If you're too attentive you won't have money enough left to do it."

(Sir Walford Davies deplorable assistance in song.)

Sweet Sibyl, since thy sweetest kisses

I scarce can safely sing.

Thy splendid charms and secret biases

Must sacred silence bring;

Yet should my votive ring

Transform your present Miss

to Mrs.

How shall I sound thy name, for this is

So Sibyllant a thing?

Beggar: "I'm an orphan, sir

alone in the world, and—"

Man (who has just bought his seventeenth niece a Christmas present): "I congratulate you, my friend, I congratulate you!"

It is at Oakland, California, that a man is suing for divorce on the grounds that his wife was

sullen, loathsome, insulting, brazen, morbid, disagreeable, nasty, gruesome, cool, bitter, jealous, heckling, and peevish.

The only criticism that suggests itself is that the word "disagreeable" savours of redundancy.

A reader sends to a Home paper the following new example of English composition from the West Coast:

Your Majest air,

I have the honour most humble and respectfully through

apply to you for the post of a (steno-keeper clerk), in your department, of which I shall be

very pleased if I can be vix into any work you think that will be good for me. As regard to the honesty I shall show myself as a honest and trust man to department. I have serve it before under Railway store.

I waiting for my reply with a gratitude sir.

Yours sincerely young man.

We like the descent from the sublime opening to the ridiculous close. But the spelling on the whole is remarkably good.

"So you spent the week-end with Henry, did you? Is his house far from the station?"

"Oh, about two miles as the dust flies."

EXCHANGE RATES.

	London, Feb. 7.
Paris	124.67
Brussels	34.005
Amsterdam	12.124
Berlin	20.865
Copenhagen	18.19
Vienna	34.54
Helsingfors	18.94
Lisbon	109.25
Bucharest	618
Buenos Aires	42 1/16
Hongkong	1/6 1/4
New York	4.865
Geneva	25.105
Milan	92.94
Stockholm	18.125
Oslo	18.215
Prague	164 1/4
Madrid	37.025
Athens	375
Sio	5 19/32
Yokohama	2/0 1/4
Shanghai	1/11 1/4
Silver (spot)	20 1/16
Silver (forward)	19 15/16

—British Wireless.

POWELLS

10, Ice House Street.

FOR

PYJAMAS

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REAL COMFORT

and a

LASTING SLEEP.

Your selection is easily accomplished from the stock we have just received.

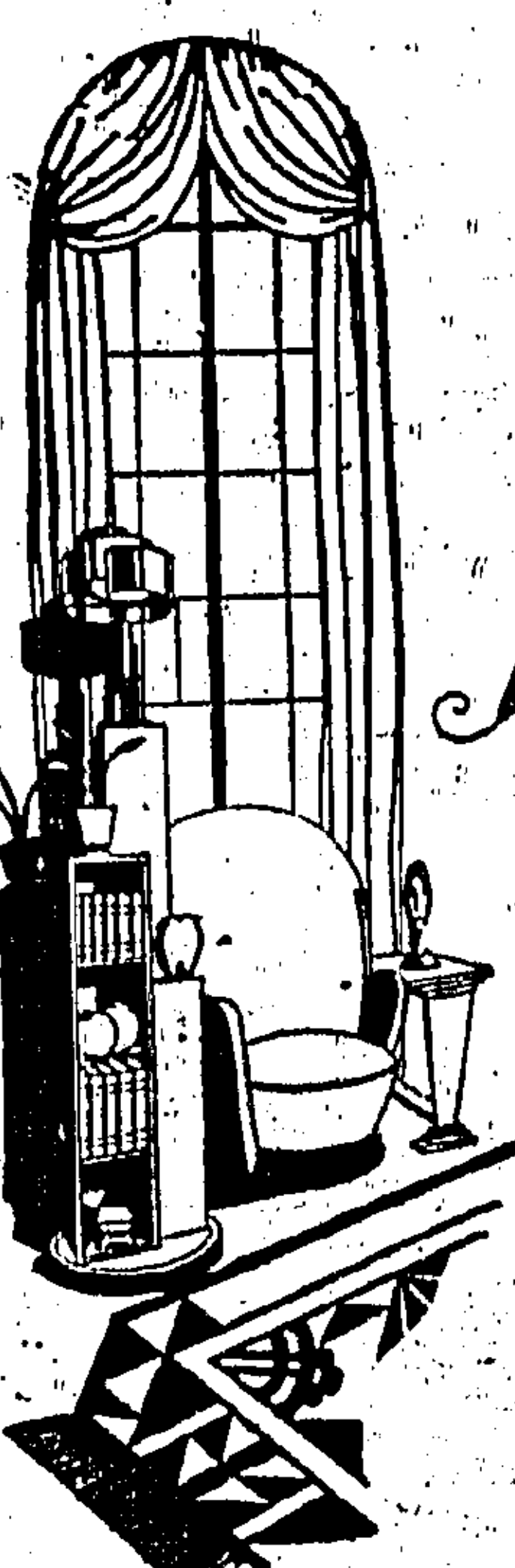
We also make to order.



Viyella Flannel	(Nett)	\$13.50
Tricoline	Union	7.50
Trimola		12.50
Silk		8.50
Sea Island Cotton		18.50
"Atlas" Pyjamas		12.50
B. V. D. Sleeping Suit		8.50
		4.00

We allow 10% Discount for Cash.

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the modern furniture

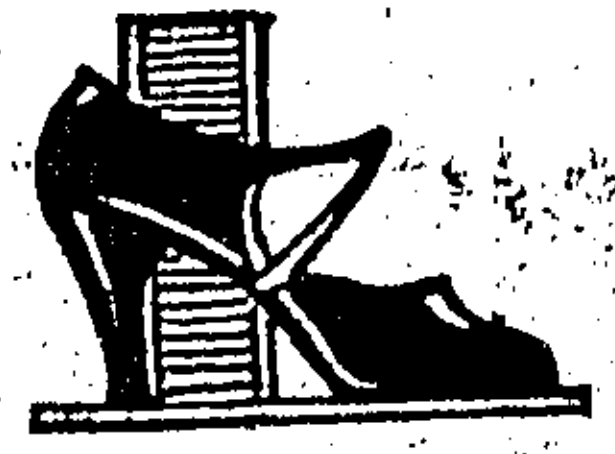
A SMART and sophisticated exposition of the newest trends in MODERN furniture, together with authentic PERIOD designs, is now on display at our showrooms.

You are cordially invited to see this unique selection.

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given their wearers the assurance, that no matter where they travel, or what occasion they attend, finer footwear than their own is never visible.

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New

Spring Millinery

For the Races

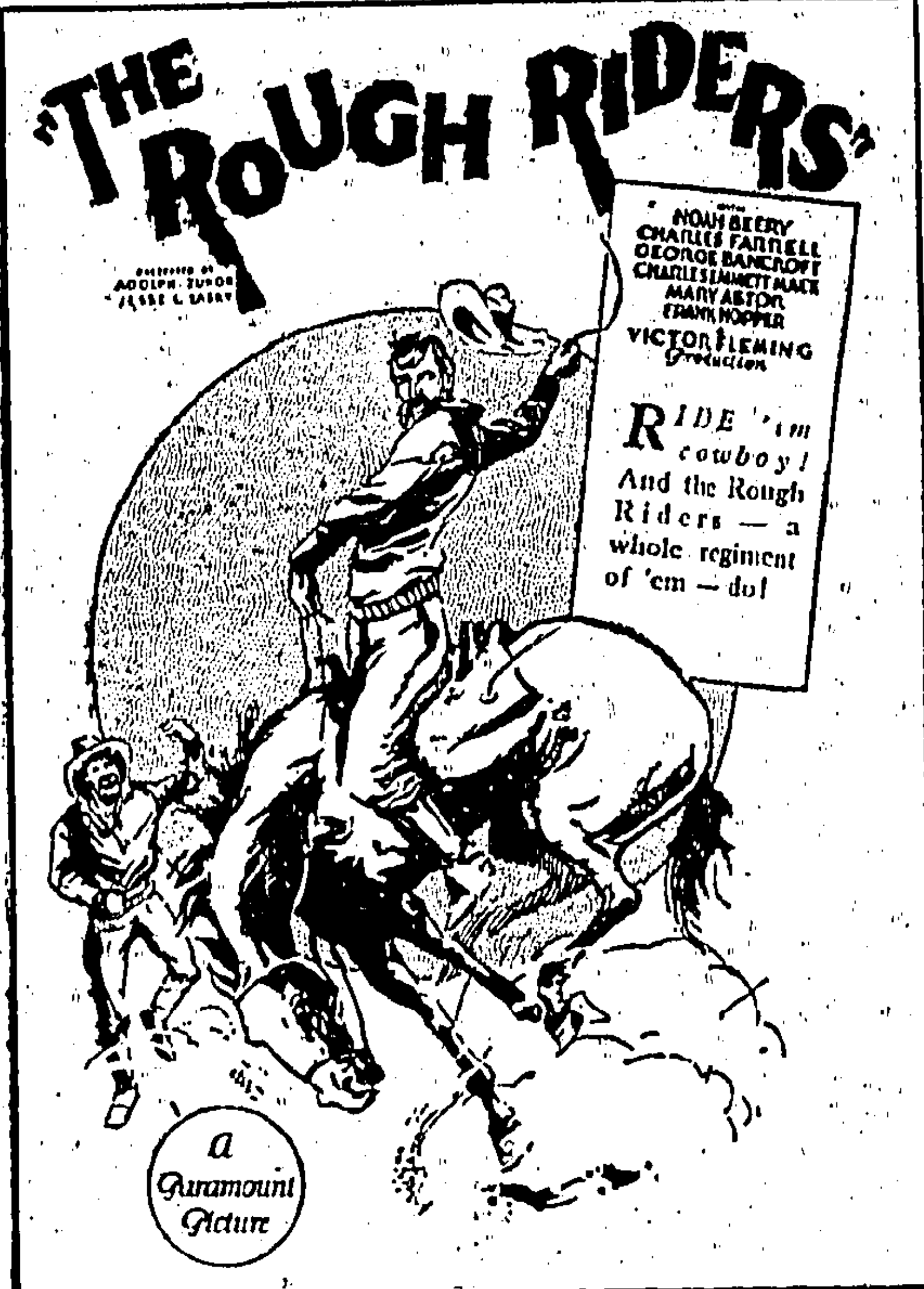
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ENTRANCE GORDON'S SMART GOWNS.

Majestic THEATRE

TO-DAY ONLY. at 2.30, 5.30, 7.20 & 9.20



Revels and Romance! A girl who couldn't make up her mind! Two gallant lads who loved her and faced death for her! A wonderful romance against the colourful background of Colonel Roosevelt's historic regiment, the heroes of San Juan Hill—THE ROUGH RIDERS!

Showing for FIRST TIME in Hongkong

GARRISON NEWS

NEW APPOINTMENT FOR COLONEL HASKARD.

Colonel J. McD. Haskard, C.M.G., D.S.O., who has held the appointment of G.S.O. (1), China Command, for a considerable period of time, is due to go home early this year. He has been appointed Assistant Adjutant General, Aldershot Command, as from 15th April.

Colonel Haskard's total period of service abroad is about 25 years, and he joined the Royal Dublin Fusiliers in December 1897, when that unit was serving in South Africa. He was serving with the same Battalion from that date until its disbandment in 1921, seeing active service in the whole of the South African War, 1899-1902, being employed in the Aden Hinterland Operations in 1903, and with the Egyptian Army from 1908 till 1911.

Service during and since the Great War has brought the C.M.G. and the D.S.O. to Colonel Haskard, who left England in October 1923 in command of the 1st Bn. East Yorkshire Regiment. After two years in Egypt, and two in Tientsin, he succeeded Col. Viscount Gort (whom the writer remembers having seen force his mount after the third attempt had failed, over the ditch and bar at Aldershot in 1925, though minus an arm) as G.S.O. (1), Shanghai Defence Force. Since that time, Colonel Haskard has served in the same capacity, both with the North China Command, and with the present China Command, having a total of six and a half years without going home. Those who have met Colonel Haskard, or who have been in the position to receive instruction from him, will appreciate the message of best wishes to and from all in the China Command.

SNOOKER MATCH LAST NIGHT.

A snooker match, in return to one held recently in the temporary Garrison Sergeant's Mess, at Kowloon, took place in the Chief P.O.'s Club last night. The soldiers ran out rather comfortable winners in six matches, by 140 points. Players and scores were as follows:

Chief & P.O.'s	Garrison Mess.
Petherick	54 Troops
Wootton	21 Sharpe
Forster	47 Hodgson
Fox	43 Meaden
Holmes	30 Overwood
Hillaby	30 Ward
Johnson	50 Jordan
Merwood	50 Mathews
	245
	301

An impromptu smoking concert was held on the conclusion of the match, and several of the performers at the smoking concert in farewell to the Berwick again gave their services. The Chairman was also exceptionally fortunate in securing the services of two of the "High Steppers" company, Cassim Mahomet and Sid Clarke, who regaled the company to a feast of music, with and song. Their numbers were enthusiastically received, and neither was allowed to return to his seat without giving at least one encore.

The "High Steppers" have been persuaded to give a farewell concert to-night at the Royal Naval Canteen Theatre, and no-one should miss this last opportunity of seeing a fast and clean ensemble. The performance will commence at half-past eight, and seats may be reserved in addition to a large number of unreserved places.

INTERPORT SOCCER.

HONGKONG VICTORY OVER TIENTSIN.

LAST MINUTE WIN.

Scoring the winning goal three minutes from the call of time, Hongkong gained a rather fortunate victory over the Tientsin eleven in the final Interport match at the Stadium on Monday. The Northern team at least deserved to draw on the run of the play, indeed it was only a fine defensive game by Reeves, who saved at least one certain goal by kicking clear from the goal-line with Rodger beaten, which prevented them from winning. The Tientsin inside forwards, were, however, prone to hesitate in front of goal, when a quick drive may have met with success.

Hongkong held a lead of two clear goals at half-time, but subsequently Tientsin took command of the game and the opposing forwards were only able to break away at rare intervals. After missing several good chances, Tientsin levelled the scores twelve minutes from the end, only for Butcher to settle the issue in favour of Hongkong in the closing stages.

The Play Described.

Tientsin lost the toss, but started an attack which hovered dangerously near the opposing goal until Reeves brought relief with a huge kick. This enabled Goldman to send B. Gosano away, the winger sending his centre behind for a goal kick. Midfield play continued for some time without either side gaining a noticeable advantage. Coulcher did send in a drive which caused Rodger to drive full length, although he did not get sufficient weight behind his drive, otherwise he would have scored. The same player shot on the turn just afterwards, the ball just clearing the crossbar.

Then the trend of play was suddenly transferred for Hongkong to score twice in quick succession. B. Gosano, who had moved into the centre of the field, snapped up a pass from the left, and drove hard for goal. Roxburgh appeared to be taken by surprise, the ball entering the right hand corner of the net. Straight from the kick off, Butcher raced away on the left wing, and delivered a fine centre near the goal, which Roxburgh failed to gather. A Gosano was left with an easy task to place Hongkong two goals ahead. Despite these quick reverses, Tientsin continued to have an even share of the play, but their forwards were weak in front of goal. On the other hand, the Hongkong forwards were not idle. Goldman sent the right wing away on two occasions, and Roxburgh had to leave his goal to clear centres from B. Gosano. Goldman was also well on the mark with a long shot which Roxburgh saved in fine style. Half time arrived without further score.

Tientsin's Second Half.

On the resumption, Tientsin attacked almost continuously but were denied a goal until play had been in progress for over 20

minutes. Roxburgh was well beaten on one occasion with a clever attempt by Coulcher, but Reeves kicked clear from the line. McPhee, who was deputizing for Rodger at inside right, obtained Tientsin's first point, his shot being well out of the reach of the custodian. After Roxburgh had cleared from Goldman, Tientsin made a strong attempt to level the scores, and during a mix up in the Hongkong goal area, a penalty kick was awarded, presumably for hands against one of the defenders. Pearson easily converted the award to equalize the scores.

Tientsin played like the ultimate winners after this, and a terrific kick by Johansson was saved on the line by Pile, with the custodian in a hopeless position to save. The Hongkong forwards rallied, and Butcher tried hard to put Goldman clear of the defence without success. Three minutes from the end, a centre from B. Gosano found Butcher in a good position, and the winger gave Roxburgh no chance of saving with a hard drive from close range.

Although both teams played a hard game, most of the excitement was crowded into the closing stages, for previously the ball was kept too much in the air to permit of good football. The defences on both sides were good, Reeves being the outstanding back on the field. His second half display undoubtedly assisted Hongkong to a great extent in recording their success. The winning forwards were in better form for this game than was the case in their match against Shanghai on Saturday, Goldman leading the attack well, and both wingmen responding. The Tientsin forwards had much more of the play, and whilst they displayed good form in midfield, they failed to seize their chances in front of goal. Coulcher and McPhee were the best.

SETTLING THE POINT IN GOLF

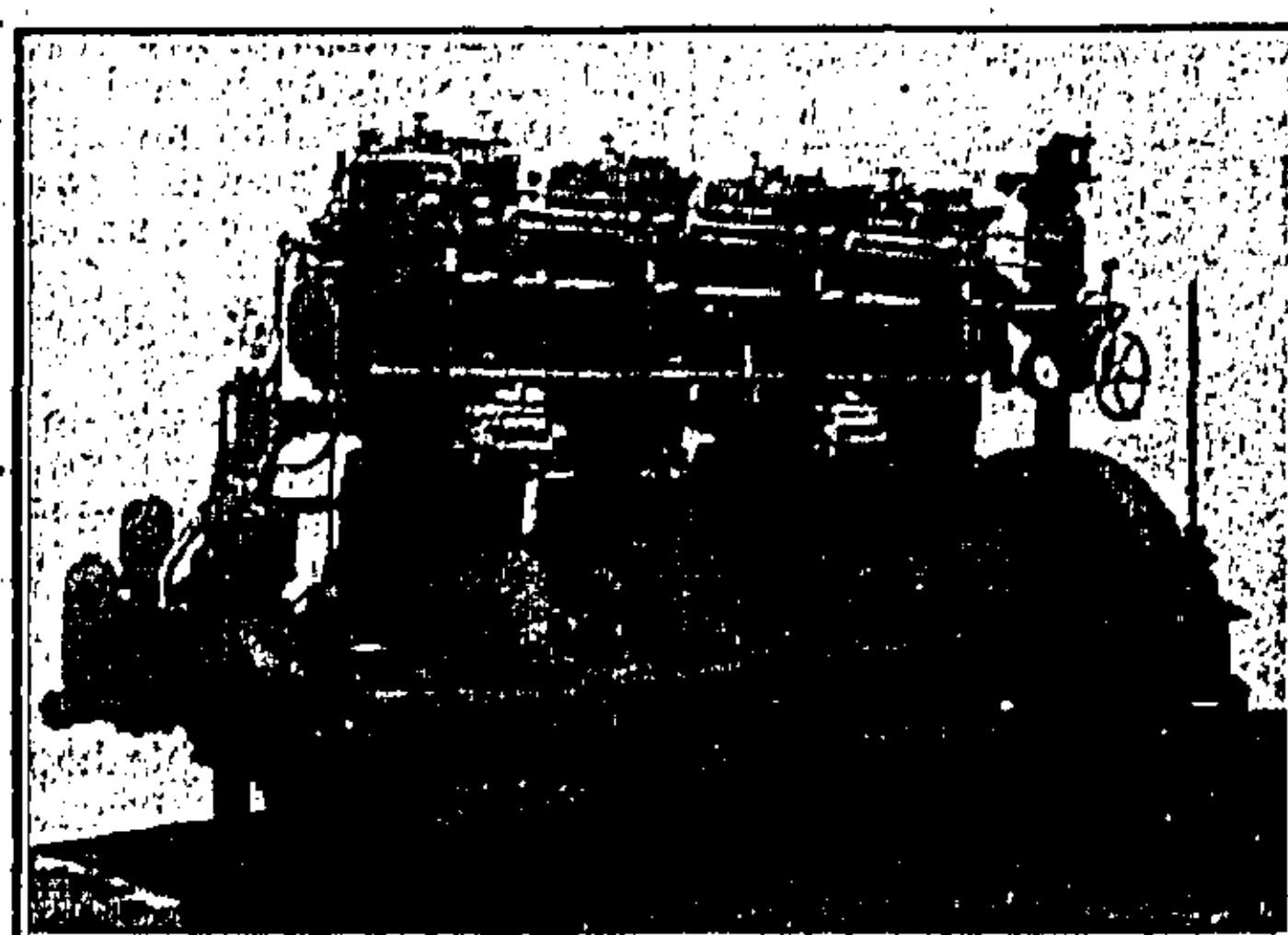


Ball in The Sand

When a ball lies in a hazard such as a sand trap nothing shall be done to improve its lie. It is against the rules of golf to ground the club behind the ball where it lies in a sand trap. The penalty for breach of the rule is loss of the hole, or in medal play two strokes.

GARDNER

HEAVY OIL ENGINES For Reliability and Economy.



EXACTLY

50%

of British-Built MOTOR YACHTS of more than 100 Tons each

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McNISH'S SPECIAL SCOTCH WHISKY

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EVEREADY Unit Cells are unfailing... long lasting... extremely brilliant... most economical.

Obtainable from all first class dealers.

Beware of imitations.



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50 East 42nd St., New York, N. Y., U. S. A.

Selected Grade Lump Coal

Upper Levels	\$21.00 per ton
Mid-Level	\$20.00
Central District	\$19.00
Kowloon	\$21.00

Best Household Nuts

(For Kitchen Use)

Upper Levels	\$19.50 per ton
Mid-Level	\$18.50
Central District	\$17.50
Kowloon	\$19.50

Terms: Cash with order.

Minimum Quantity: One ton

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Obtainable at all stores and from:—

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STOP COUGHS WHERE THEY START!

EVANS' PASTILLES go right to the root of the trouble, killing the germs that lurk in the innermost recesses of the nose, throat and chest.

Safeguard your health and that of your children always by having them ready to use at the first sign of a cold.

Made in England to the formula of the Liverpool Hygienic Hospital and sold by Chemists everywhere.



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NOTE THE ADDRESS. **37, Queen's Road, C.** JUST PAST QUEEN'S THEATRE

SOLE AGENTS

[illegible]

FIAT GARAGE

76 Dec. 1961 W.A. C. T. C. W.

The division of the reclaimed area between England, Germany, Belgium, Holland, and Denmark would certainly need more than one conference, and would add greatly to the labours of the League of Nations.

G. E. C.

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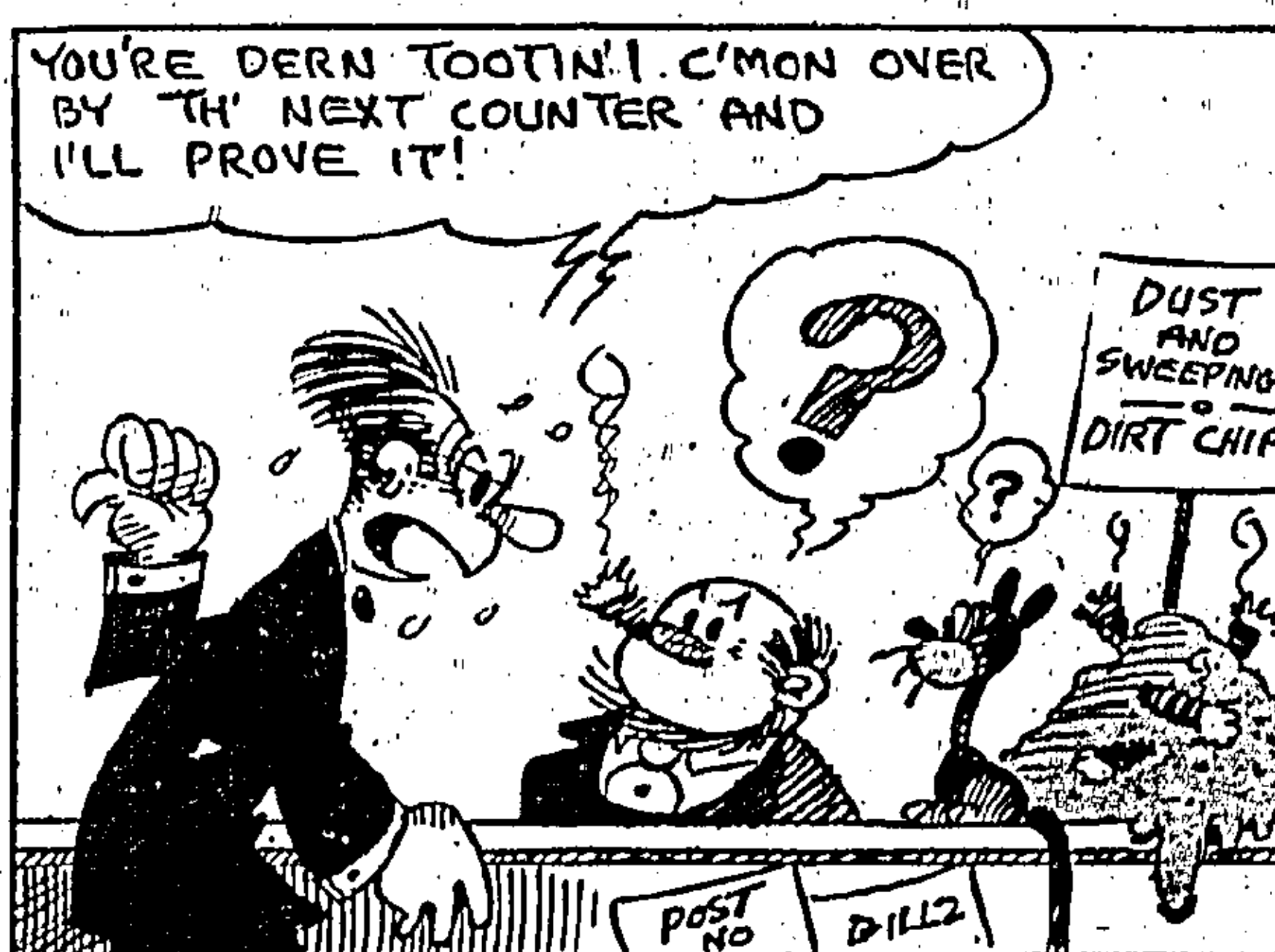
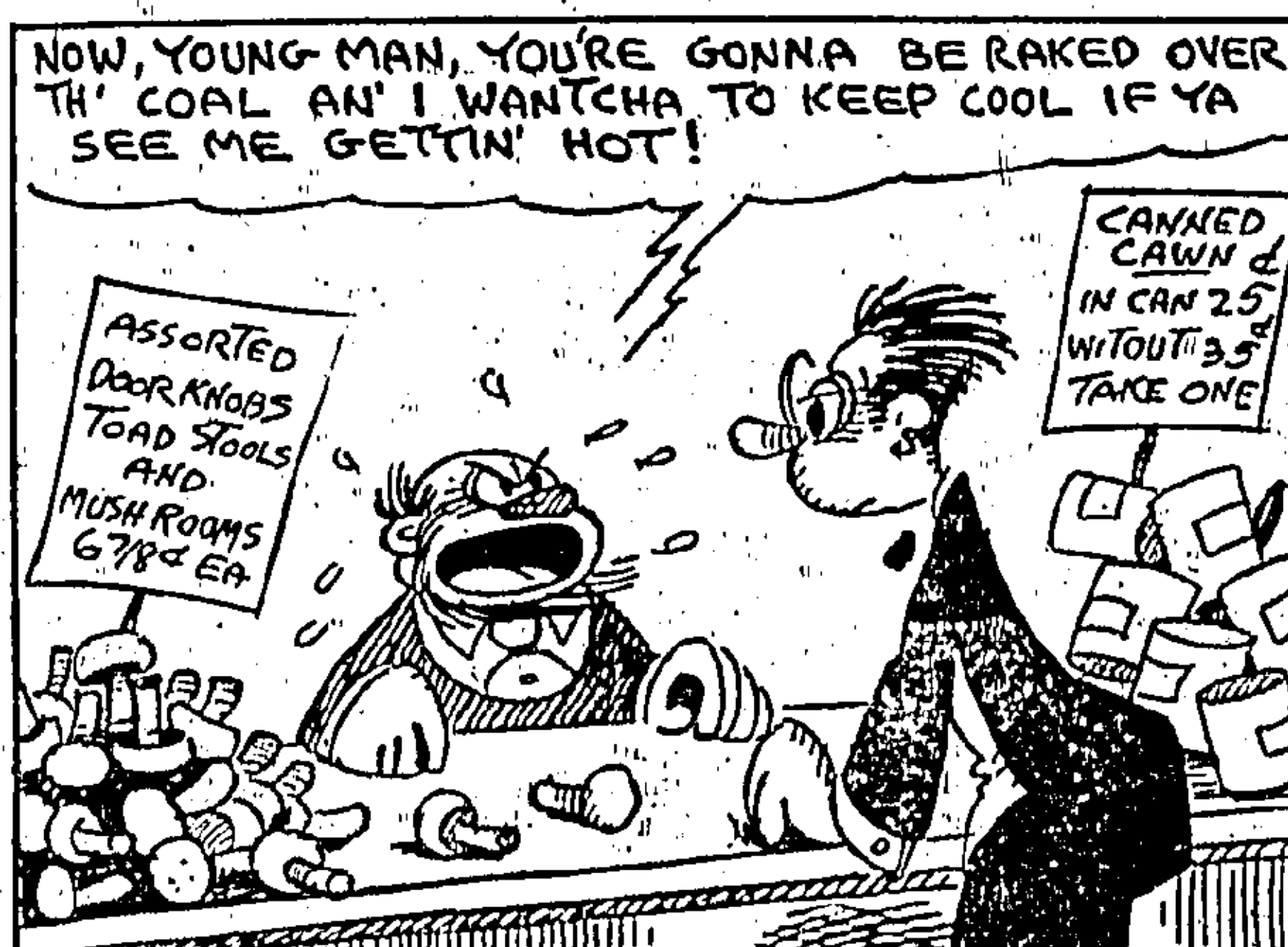
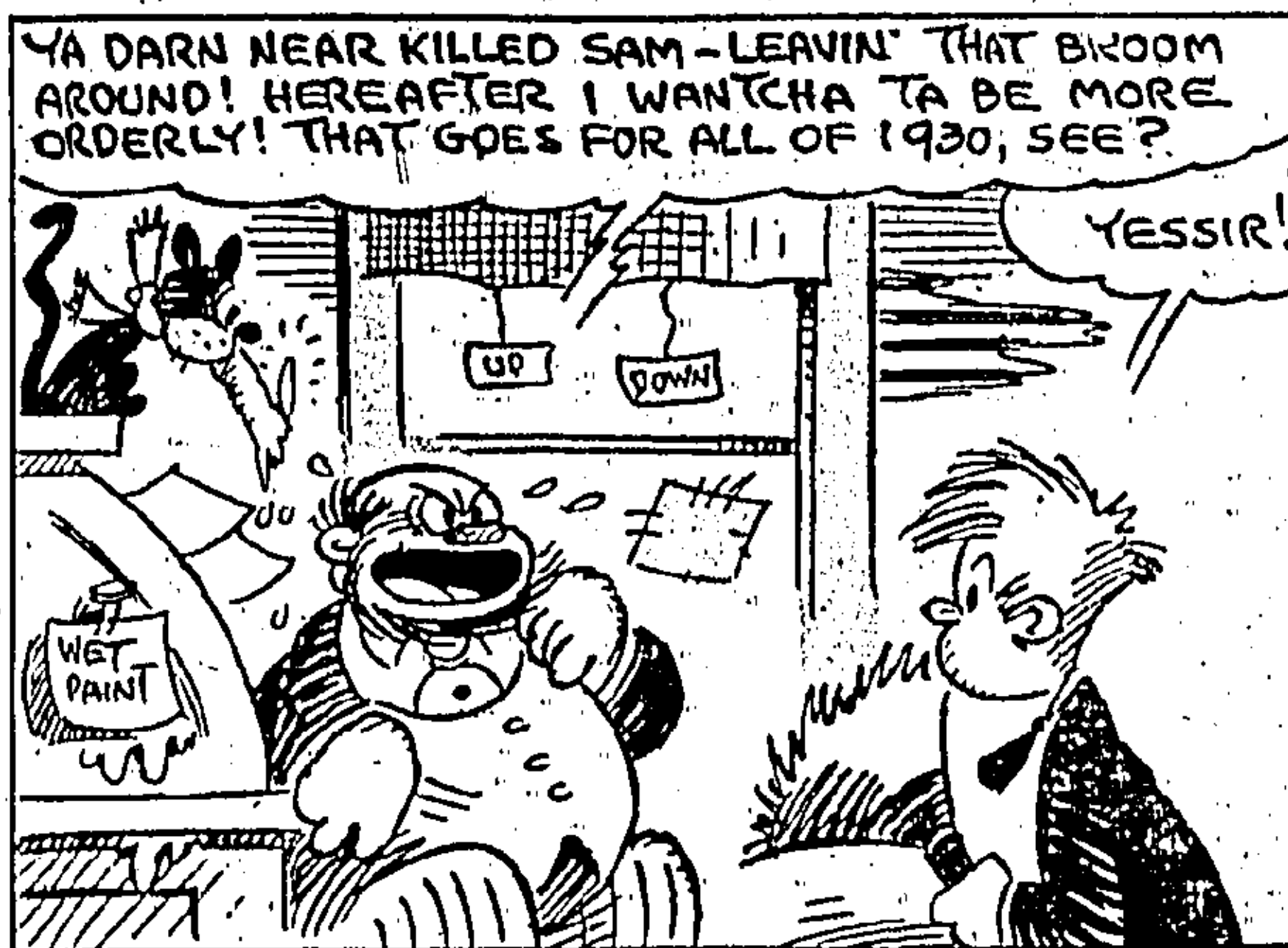
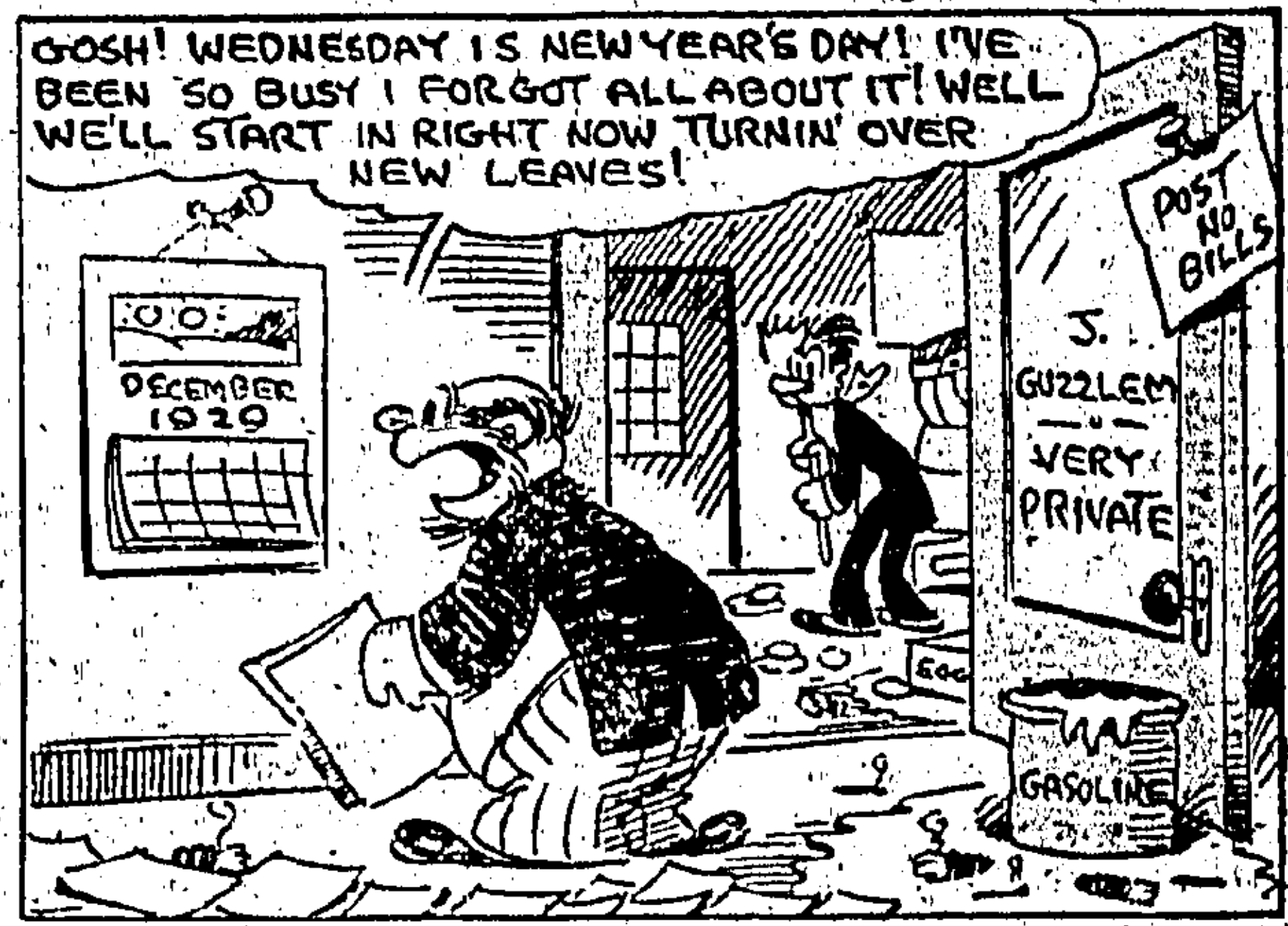
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SALESMAN SAM

By Small



CLEAN-UP WEEK AT WHITEAWAYS

STOCKTAKING REVELATIONS.

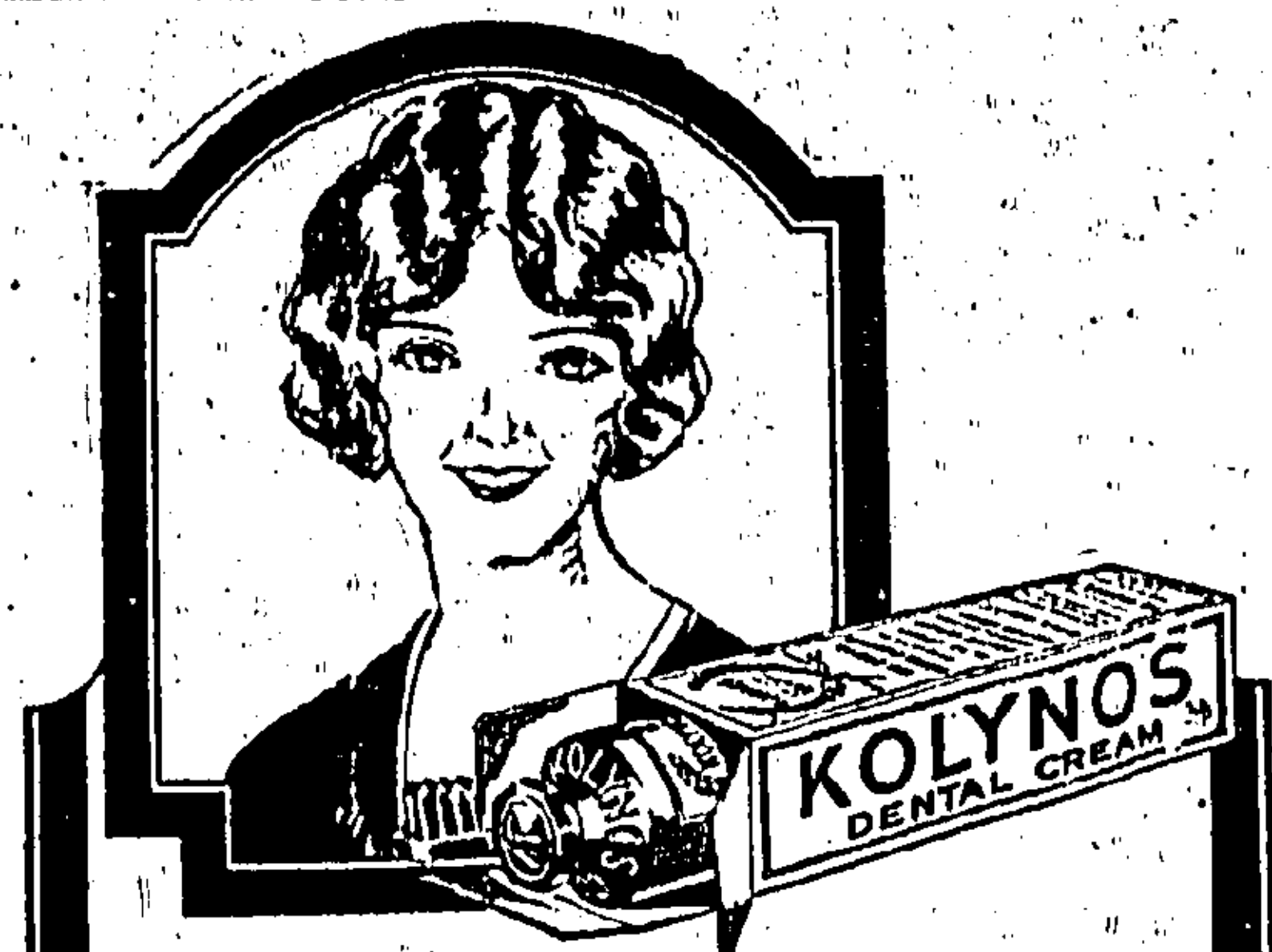
Stocktaking is revealing lots of Oddments and Remnants, and in order to clear these completely, we are having a special clean-up Sale for one week commencing on Monday Next.

THESE GOODS WILL BE SOLD REGARDLESS OF COST.

Special Bargains at Ten and Five Dollars.

LOOK OUT FOR THE DOLLAR BARGAINS.

Buy Now and Save Money at Whiteaways.



KOLYNOS safeguards against toothache, decay and gum infection. One-half inch on a dry brush removes fermenting food particles, dissolves film and destroys decay germs.

Try KOLYNOS today and notice how delightfully clean and refreshed your whole mouth feels.

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Special Values in

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THE Innocent Cheat

By Ruth Dewey Groves

THIS HAS HAPPENED.

Helen Page felt unhappy when her classmate accused her of being in love with her handsome guardian, Leonard Brent. But she represents all that she knows of home and family and she is determined to clear up the matter of her birth until after her graduation.

However, a chance meeting with a divine beggar caused Brent to change all his plans regarding Helen's future. Before the man died Brent learned that his name is Charles Owens Nellin; that his wife is dead, and that he has hidden a daughter from a wealthy grandfather, Cyril K. Cunningham, of Yonkers. Feeling as a newspaper man searching for story material, Brent secured additional facts and evidence which aid his plans.

CHAPTER XIII.

Brent and Helen lunched in Yonkers, in a cheerful little tea room where an experimental-minded proprietor was trying out the idea of a gypsy atmosphere, achieved through the medium of a palm-reading fortune teller whose fee was included with the price of the meal.

Helen was at first too excited and apprehensive to take an interest in the woman when she came to their table, but later, after Brent had talked to her and the woman came back Helen submitted to having her "fortune" told.

She smiled at Brent over her outstretched hand, thinking more of him and his remarkable power to sway her than of the woman who sent a grimy finger tracing the lines of her palm.

A moment ago, little more, she'd been intuitively afraid of the near future—afraid that her grandfather, once convinced of her relation to him, would demand that she give up Brent's guardianship of herself and accept her place in the world as the Cunningham heiress.

Brent had swept aside her fear, declaring that Mr. Cunningham was of too suspicious and crabby a disposition ever to accept the truth. "But even if he did," he added cunningly, "I can't see why you should be unhappy about it, Helen dear. I know you aren't interested in his fortune but if he needs you—"

He had let his voice trail off with effective suggestiveness, planting the first seed of sacrifice in Helen's mind.

Before either of them spoke again the gypsy woman returned and Helen tore her thoughts away from Brent to listen to what was told to her.

She smiled over the woman's promise of lots of money and a happy marriage, with a warning to beware of an older man.

Brent smiled too. It was, of course, a stereotyped fortune, but it amused him. The law of averages had worked to make the advice good on this occasion, he told himself.

After lunch they drove up the Hudson and Helen tried to talk of the future—where they would live—what they would do—but Brent was strangely silent.

Helen too fell silent and when they returned to Bramblewood she was conscious that Brent had accepted the change in their plans as being inevitable.

It had a depressing effect upon her and when they again entered Mr. Cunningham's room she experienced a sense of futility. Whatever these two men decided for her would be her fate. She knew it, because she knew she had not the will to stand against Brent. She could not force herself upon him. For in spite of what he had said about his own secret dreams there was his past that she could not weigh. This would keep her from trying to settle the issue herself.

So she said nothing beyond a polite greeting to Mr. Greaves when he was introduced to her.

The lawyer's keen eyes swept her face in one searching glance and he satisfied himself in an instant that whatever she might be she was no common crook.

Of Brent he formed a similar opinion. The man aroused an intense interest in him. For Brent was as poised and unemotional as

the sphinx. He answered the questions put to him calmly and unhesitatingly. Mr. Greaves was puzzled and at the end of the interview, when Brent and Helen had gone downstairs to wait in the library, he told Mr. Cunningham that he could not give an opinion on the matter, except to advise a thorough investigation of Brent's story.

Mr. Cunningham nodded in agreement. He had already decided that such an investigation should be made.

"Attend to it at once," he ordered, rather peremptorily.

"And in the meantime," Mr. Greaves said, "we must keep these two under observation."

"Quite right, quite right," Mr. Cunningham rapped out impatiently. "Ask Miss—"

Brent, to remain here. Either she really does not care to do so, or she is a consummate actress."

"You mean remain as a member of your household?" the lawyer questioned.

"Yes. We will keep her here on probation."

"Not a bad idea," the lawyer returned, "if she will agree to it."

A few minutes later, when he repeated Mr. Cunningham's request to Helen, he was not prepared to have his doubt of her consent so emphatically realized.

She declined to accept Mr. Cunningham's proposal. Declined in the simple words of sincerity.

Brent came over and put an arm on her shoulder. "Helen dear," he said gently, "I'm afraid that you don't realize our position. I believe," he paused and looked at Mr. Greaves, "that we are under suspicion."

Mr. Greaves barely refrained from nodding assent.

"I should never forgive myself if I let you do anything rash—anything you might ever regret," Brent went on, smiling tenderly down at Helen.

"Oh, you wish me to stay?" she cried in dismay.

"Yes," he said, "I do. Because there must be an end to ruthlessness somewhere. It may be your duty to think of your grandfather. And I do not want you to make a hasty decision. I want you to be sure of what you do. It may be only for a short time. Their investigation may not satisfy them."

"I hope it doesn't," Helen declared, the tears of defeat springing to her eyes.

"H'm," Mr. Greaves said to himself, "H'm, h'm."

"Then you will stay—until you are sure of yourself?"

"I'll stay," Helen promised; "but as for being sure of myself, Leonard, why can't people ever believe that even kids have minds of their own?"

Brent smiled. And turned to Mr. Greaves.

When Helen's answer was carried to Mr. Cunningham he did a strange thing. "Thank God," he said. It had been a long time since those words had passed his lips.

Helen's first night under the roof that she believed had sheltered her mother was spent in tears. She felt like a prisoner and remembered that her mother had actually been imprisoned there. For a moment she hated her grandfather with a

white-hot hatred. Then the memory of his goodnight to her came to her mind afresh and she buried her face in her pillow, feeling like a traitor.

He had put out his hands and said to her, in a voice of infinite pathos: "My dear, I hope you are my granddaughter, for you are very sweet, and I need you to help me forget my mistakes. They weigh heavily upon a man as near his Maker as I am."

Helen wished she could forget how much her mother had suffered. And in the days that followed her wish slowly became at least a partial reality. Mr. Cunningham was very kind to her. Whatever doubt he still retained about the genuineness of their blood relationship was hidden from Helen and she saw only the yearning in his eyes to have her love.

He kept her in rather constant attendance upon him at first, until he saw that she was looking pale and tired. He sought to draw her out one day about herself, but Helen evaded him.

She was grieving for Brent and the imminent death of her hopes. For she had no doubt that she was the Cunningham heiress and would eventually be accepted as such.

And while she waited her boat were sailing, distant places were calling. Leonard was alone in New York. They might have been together, dining, dancing, riding in Central Park, planning their future.

But of her disappointment she said no word to him when he came to Bramblewood.

Brent was far too astute to appear often, and he knew without speaking to her about it, that Helen would not reveal her heart to her grandfather.

In Mr. Cunningham's presence he was discreet to the point of wounded pride, who believed that he was beginning to be glad he was relieved of his responsibility toward her.

Mr. Cunningham set her quietness down to solitude and looked about for a way to make life more pleasant for her.

One day when she came to him, tremulous and on the verge of tears after an unsuccessful attempt to coax Brent to stay to dinner, he asked her if she was lonely.

"Isn't there someone you would like to invite here?" he said when she had looked away without answering his question. "Some of your school friends, perhaps?"

"No," Helen burst out, "no. But I don't see why I should stay here. You haven't accepted me as your granddaughter. Can't I go back to New York and wait?"

Her pleading tearfulness wrung a pang of deep pity from the old man's heart. And a new feeling too. He held out his arms to her and without pausing to consider the haven to which she fled Helen went to him.

"There, there," he soothed. "Wait until I tell you about the surprise I have for you."

(To Be Continued)

NEW GUINEA'S OIL

REFERENCE TO THE RECENT BORING OPERATIONS.

Canberra, Feb. 7. Referring to the cessation of oil-boring in New Guinea, the Federal Minister for Home Affairs says that most of the investigation work in mandated territory produced negative results.

He suggested that more favourable structures existed near Dutch New Guinea; where conditions were less difficult, and the probability of success strong.

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FAREWELL GIFTS.

MR. W. J. STOKES HONOURED BY COAST GUILDS.

A large gathering of ship's officers and engineers assembled in the rooms of the China Coast Officers' Guild yesterday evening, when handsome gifts were presented to Mr. W. J. Stokes, retiring Secretary of the Marine Engineers' Guild of China.

The Chairman, Mr. W. J. Sprinell, said that they were drawn together by a common impulse. That impulse was one of esteem and affection for Mr. Stokes. The occasion was both a sad and a pleasant one. It was pleasant because it gave them an opportunity of recognising the services Mr. Stokes had rendered, and it was sad with the ineffable sadness always associated with the words "good-bye." It must indeed be pleasant to look back on life and say: "I have done something to make the lot of my fellow men happier." Mr. Stokes could certainly say that.

Past Good Work.

The Chairman continued that one and all they should be grateful to Mr. Stokes—as they were—for his past work in the interests of the Guild, and for the care and good judgment he had always displayed.

Captain Laurensen would have a difficult task ahead to fill the place of a man like Mr. Stokes, but they were all sure that he would make a good job of it.

The Chairman then asked Mr. Stokes to accept a handsome silver inkstand, a card tray and a silver mesh bag for Mrs. Stokes. He also handed Mr. Stokes a cheque.

Officers' Tribute.

Captain T. T. Laurensen, D.S.C., said: Mr. Chairman and Gentlemen—I have been asked by Mr. Watson, Secretary, Marine Engineers' Guild of China, to make this presentation to our retired colleague Mr. W. J. Stokes.

There are reasons why I do not altogether like the position which I have been requested to fill this evening with regard to the Secretary's gift. First, as a Secretary I am the most junior and again I never feel happy when I have to part company with a friend.

Mr. Stokes and I have worked together in the offices of our respective Guilds since December 1921. I think those years have certainly been for me, a period of very happy associations, of very cordial co-operation and helpful assistance, in work which had for its objective, the improvement of conditions on the China Coast, for Officers of both departments of the Merchant Navy.

There is nothing that I can tell you with regard to our friend that most of you do not know, but generally there is little that you know about the toil and zealous labour performed, far into the night Saturdays and Sundays alike, on your behalf. His entertainment, his recreation, his holiday, was work, or making perfect more work.

When he was not at work for the Guild, he gave what little time he had to various institutions, in the Colony, and whatever he has undertaken has been done with a neat perfection, peculiar to but few—duty to him is innate.

Mr. Stokes, on behalf of my colleagues, Mr. J. Watson, Mr. W. E. Kirby and myself, I have very great pleasure in presenting you with this clock, which has the chime of Big Ben, in very mellow tones. It will remind you of London town, bring back thoughts of the days when you were a little younger than you are now. This timepiece, I hope will cheer your heart and home with pleasant memories of the many friends you have made in the Far East, by your fearlessness in the cause of right and keen sense of fair play. May you live for many years in good health to enjoy the happy retirement you have so well earned. Captain Laurensen then handed the clock—a large and handsome piece of work—to Mr. Stokes.

Deeply Affected.

Mr. Stokes, who was deeply affected said that he did not think he could thank them adequately. This was not because he did not want to do so, but because his feelings were so worked up by their kindness and forethought that he could not very well say what he would like to.

It was a great wrench to leave a position that had been not only his work but his love. When he first came he had thought that

he would be an abject failure. He had no idea of what a secretary's work consisted of, but happily he had been broken into it soon after his arrival. With Captain D'Oliveira he had been like a school-boy with a beloved schoolmaster. That was at the time of the strike, and, as they would all remember, they ultimately went back to work on the terms that the owners would arbitrate with them. Eventually they did so, and the case took up nine days. He wanted to say for Captain D'Oliveira more than himself that they were in that case up against the late Mr. Sharpe K.C., Mr. Eldon Potter K.C. and the Hon. Mr. W. E. L. Shenton, who appeared for the owners. When the case was over, Mr. Sharpe had told Captain D'Oliveira that when he had taken to the sea as a profession, the law had lost a great advocate. They had not been able to refute his arguments, all they could do was to talk round them.

Knowledge of Men.

No one would have sat in his office for ten years, continued Mr. Stokes, without having gained a knowledge of human nature. If a man did not, then he was either a fool or a rogue. The gifts they had given him were not a fair return for his services, they were more than he deserved. He would go away feeling happy in the knowledge that the gifts were the outcome of their good feelings and camaraderie.

During the time he had worked for them, continued Mr. Stokes, he had always had a feeling that they were more satisfied than he was. What he wanted to emphasise now was solidarity. Captain Laurensen and himself had worked together for eight years and had never had a cross word. They had relied on each other and had never worked by the clock. They were all mathematicians, and he put it to them as such that two heads were better than one. If the two guilds worked together, nothing could get between them. He asked them to remember the fable of the bundle of sticks, and not to allow anyone to separate them and break them. Times were hard in China, and would get harder, which was all the more reason why they should stick together.

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"BELLEROPHON" 10th Feb. Havre, Liverpool & Glasgow.
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Leave H.K. Leave S'pore Arr. N.Y.
"HECTOR" 10th Feb. "TROIUS" 3rd Mar. 10th Apr.

PACIFIC SERVICE
"TENDREUS" 15th Feb. Victoria, Vancouver & Seattle.
"PROTEUS" 5th Mar. Victoria, Vancouver & Seattle.

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"AENEAS" 9th Feb. Shanghai & Dairen.
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Shibori Maru ... Wednesday, 12th Feb.
Shidzuoka Maru ... Friday, 28th Feb.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.
Hokusan Maru ... Saturday, 8th Feb.
Kitano Maru ... Saturday, 22nd Feb.

SYDNEY & MELBOURNE via Manila & Ports.
Kago Maru ... Wednesday, 19th Feb.
Tango Maru ... Wednesday, 26th Mar.

BOMBAY via Singapore, Penang & Colombo.
Tamba Maru ... Tuesday, 11th Feb.
Tokushima Maru ... Friday, 28th Feb.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
Rakuyo Maru ... Sunday, 2nd Mar.

SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.
Kawachi Maru ... Saturday, 8th Mar.

NEW YORK, BOSTON via Panama.
Kuma Maru ... Thursday, 13th Feb.
Kako Maru ... Monday, 24th Feb.

LIVERPOOL via Port Said, Constantinople, Delagoa Maru ... Monday, 17th Feb.
Genoa & Marseilles.

CALCUTTA via Singapore, Penang & Rangoon.
Calcutta Maru ... Saturday, 30th Feb.
Malacca Maru ... Saturday, 15th Feb.

SHANGHAI, KOBE & YOKOHAMA.
Muran Maru (Chemulpo Direct) ... Sunday, 9th Feb.
Tsushima Maru ... Tuesday, 11th Feb.
Katori Maru ... Monday, 17th Feb.

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TO OSAKA via AMOI, MOJI & KYBE	Kuitsang Yuensang Sulsang	Wed. 13th Feb at 7 a.m. Tues. 18th Feb at 7 a.m. Wed. 20th Feb at 7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Hosang Kumsang Namsang	Wed. 13th Feb at 3 p.m. Wed. 19th Feb at 3 p.m. Mon. 24th Feb at 3 p.m.
TO SANDAKAN	Mausang Hinsang	Mon. 24th Feb at 3 p.m. Sat. 1st Mar at noon.
TO TSINGTAU via SWATOW & TONGCHOW	Chipsang Cheongsang	Wed. 13th Feb at 7 a.m. Tues. 18th Feb at 7 a.m.

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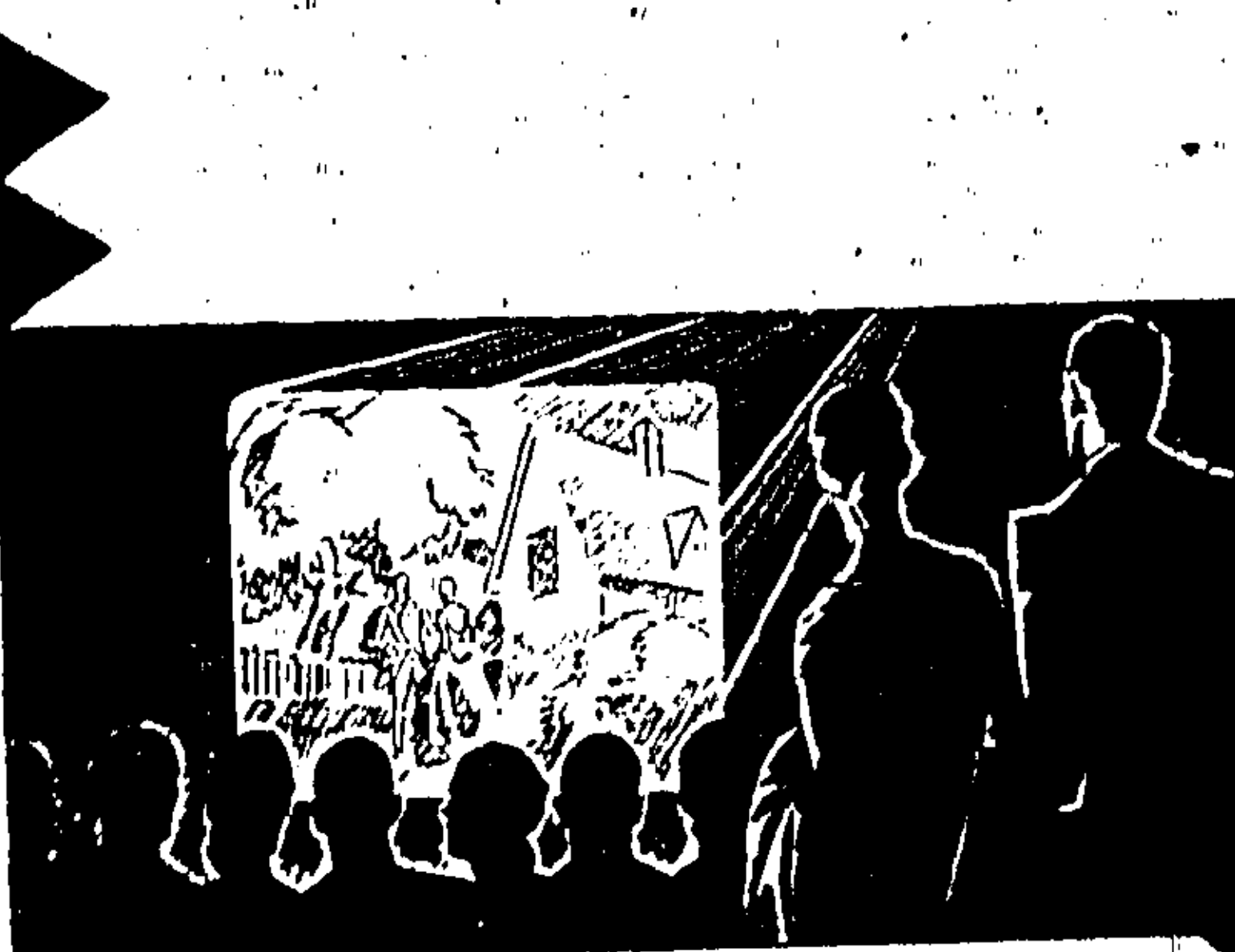
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COURT TRAGEDY.

INQUIRY INTO DEATH OF
MR. WILTSHIRE.

Evidence that the late Mr. Jesse Wiltshire was not responsible for his actions at the time was given at the Central Magistracy yesterday afternoon, before Mr. Hamilton, sitting as Coroner, and a jury, when an investigation was held into the circumstances surrounding the tragic death of Mr. Wiltshire, who was found in his office in the Supreme Court on the morning of January 19, with a self-inflicted revolver bullet wound in his head. He died shortly afterwards at the Government Civil Hospital. The jury returned a verdict that Mr. Wiltshire shot himself while temporarily insane.

The jury empanelled was Mr. J. S. Smith (foreman), Mr. J. M. Norrie and Mr. A. K. Diamond. At the commencement of the hearing, the Coroner said he would keep the proceedings as short as possible out of consideration for the late Mr. Wiltshire's family who were in the Colony. The jury, however, could have as much information as they wanted and could ask questions if they wished.

Dr. T. Walter Ware, in evidence, stated that on January 19, he was the medical officer in charge of the Government Civil Hospital. Mr. Wiltshire, whom he knew personally, was brought to the hospital in an unconscious condition suffering from a wound in the head. Witness hoped to save Mr. Wiltshire's life by means of an operation but he died before the operation could be commenced.

Self-Inflicted.

Witness continued that on the following morning he conducted a post mortem examination and found a revolver bullet wound through the head which gave the appearance of having been self-inflicted. The point of entry was in the region of the right temple and the point of exit was on the opposite side of the head but on a somewhat higher level. The bullet had damaged an important blood vessel on its passage through the brain and had also caused considerable damage to the brain itself. In witness's opinion, death was due to shock and loss of blood following the gunshot wound.

Dr. Ware further said that the organs were healthy with the exception of the liver which was enlarged and fatty. He had attended Mr. Wiltshire on two or three occasions during the last two years for minor ailments. Witness said he knew definitely, both personally and because of the state of the liver, that Mr. Wiltshire had been addicted to drink.

The Coroner commented that the late Mr. Wiltshire had been in the Colony for many years. He first arrived here with the Royal Marines, after which he joined the Police Force, and was later transferred to the prison department. He served in that department for a long time and fairly recently he was appointed to the post of head bailiff at the Supreme Court. He was found in his office on the Sunday morning in question at half past ten, shot through the head.

The jury had heard the medical evidence as regards the body and he (the Coroner) was going to ask Dr. Cannon to give evidence as he knew Mr. Wiltshire better than Dr. Ware did.

Dr. Cannon gave evidence that he had been attending the late Mr. Wiltshire for the past three

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are hereby notified their cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 6th February.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th February will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 26th February or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 6th February, 1930.

years at the request of the family. Deceased had not been responsible for his actions for some time.

A Chinese constable, who was on duty outside the Supreme Court on the morning of the tragedy, gave evidence of hearing a report, and, on going inside the building, finding deceased sitting in a chair wounded.

A P.W.D. workman, who was in the Court building at the time, in connection with the maintenance of the lifts, stated that he saw the deceased with a revolver in his hand. Soon afterward he heard a report.

Detective Sergeant John Murphy, who went to the Supreme Court on the matter being reported to the police, stated that he found the top half of the windows broken, and, on going inside, discovered Mr. Wiltshire sitting in a chair. Deceased was unconscious and holding a revolver in his hand. Witness summoned an ambulance and took Mr. Wiltshire to the Government Civil Hospital.

Worried Over Work.
Detective Inspector Reynolds spoke to examining Mr. Wiltshire's room after the occurrence. He found another unloaded revolver in a drawer of a desk. Witness had investigated Mr. Wiltshire's affairs at the Supreme Court and had found them all to be in order. He knew, however, that Mr. Wiltshire had worried about his work.

Further evidence was given by Mrs. Wiltshire, the widow, and by Lance Sergeant McHarty, who spoke of Mr. Wiltshire's mental breakdown.

After a brief retirement, the jury returned a verdict of suicide whilst temporarily insane, and expressed sympathy with Mrs. Wiltshire and the family in their bereavement. The Coroner associated himself with this expression.

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All claims against the steamer must be presented to the Undersigned on or before the 26th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO. LTD.
Agents.

Hongkong, 6th February, 1930.

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The Steamship,

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Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 27th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

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Hongkong, 6th February, 1930.

NOTICE TO CONSIGNEES
And
UNDERWRITERS.NIPPON YUSEN KAISHA,
General Average.

The Steamship,

"PENANG MARU"

It is hereby notified that the s.s. "Penang Maru", with cargo on board from Calcutta, Rangoon and Singapore, touched at the 21st January, 1930, when leaving Singapore and had to put back to port for repairs, and in consequence thereof General Average has been declared.

A part of the cargo, which was on board the above steamer at the time of the accident, is expected to arrive here by s.s. "Tushima Maru" on or about 10th and s.s. "Lima Maru" on or about 15th instant, the remainder by the "Penang Maru" on or about 20th instant.

Consignees of cargo from the above said ports are requested to sign G. A. Bond at our Office and to pay a deposit of Five (5) per cent of the valuation of their consignments before Bills of Lading will be countersigned for delivery.

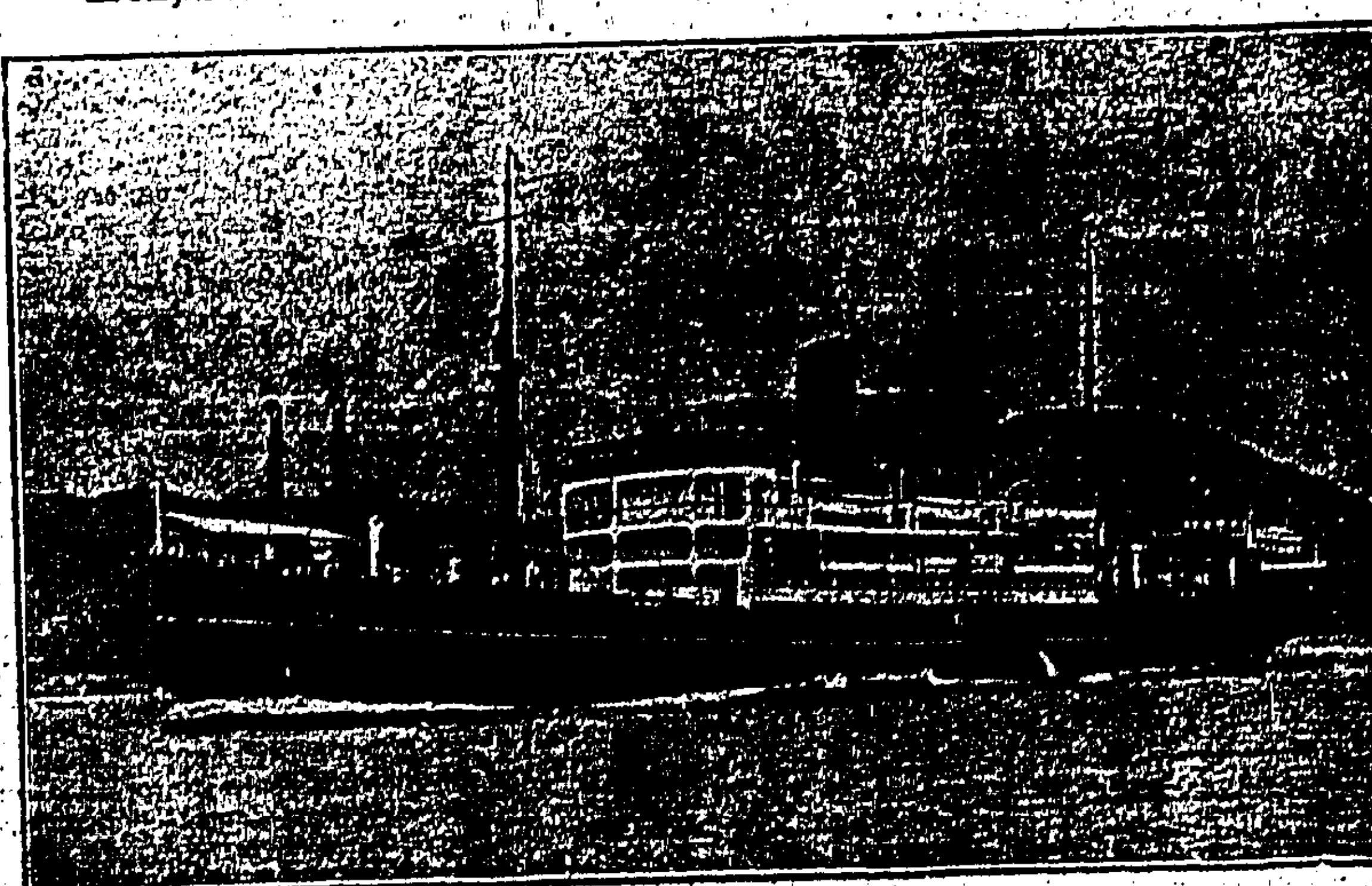
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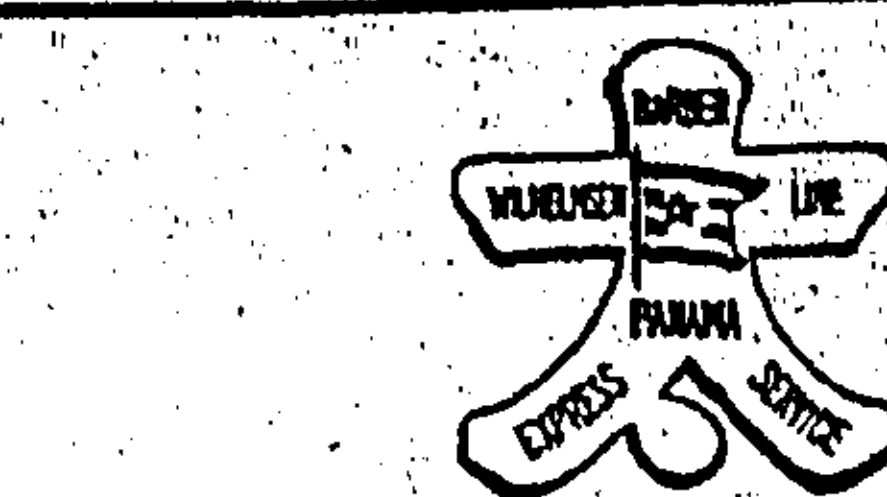
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TAKLIWA	7,936	25th Feb.	S'pore, Penang & Calcutta
TILAWA	10,006	11th Mar.	S'pore, Penang & Calcutta
TALAMBA	8,018	14th Mar.	S'pore, Penang & Calcutta

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TILAWA	10,006	20th Feb.	Amoy, Moji, Kobe & Osaka
TALAMBA	8,018	21st Feb.	Amoy, Moji, Kobe & Osaka
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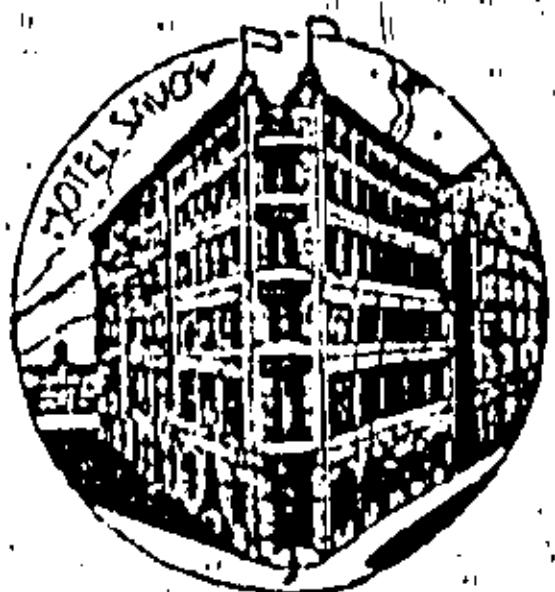
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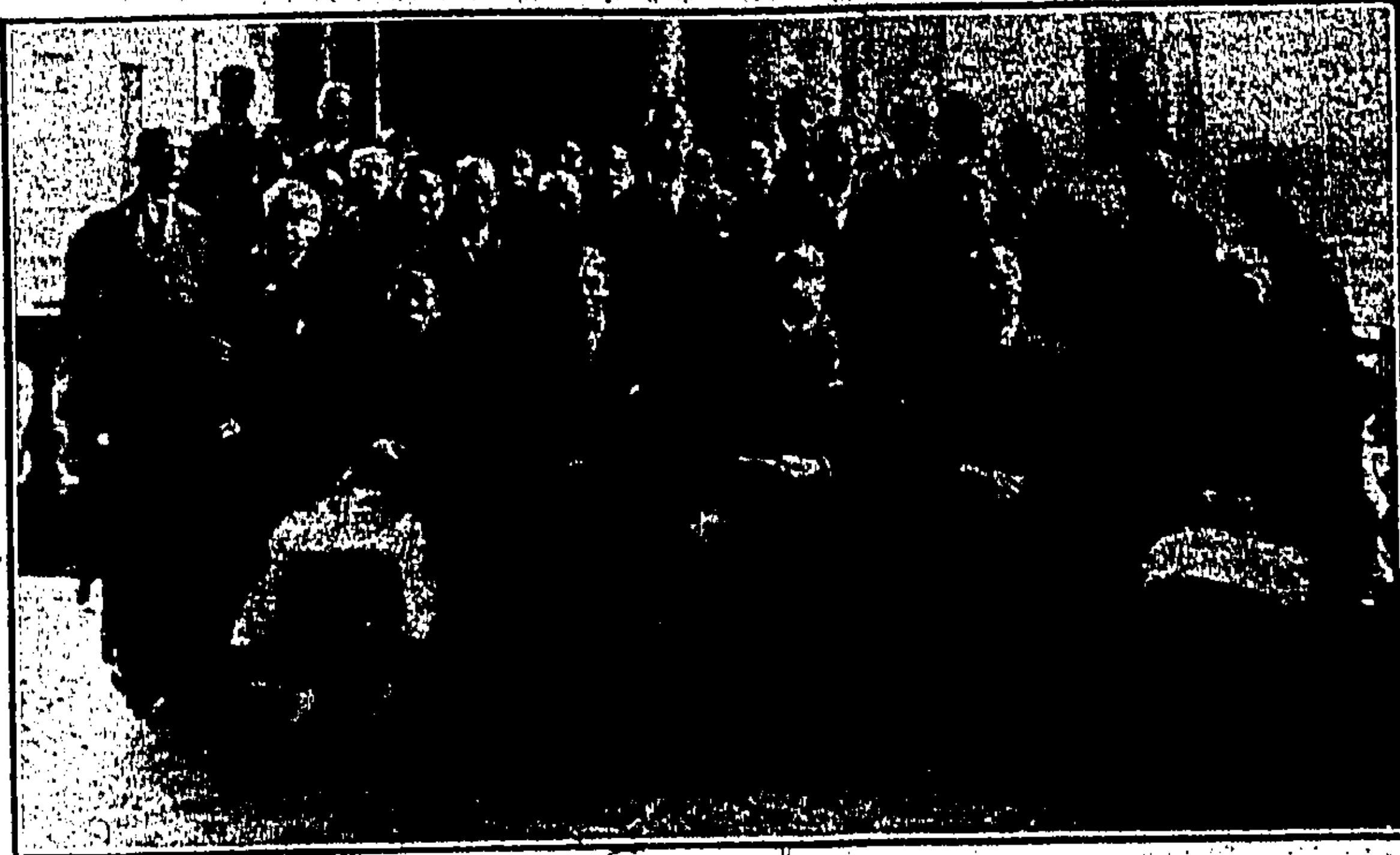
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THREE CONSULS IN HONGKONG.



This photograph is rather unique, showing as it does the presence in Hongkong of three British Consuls. Mr. Herbert Phillips, who has just arrived in Canton, is seen seated in centre, whilst on his right is Mr. G. S. Moss, who to-day goes on Home leave after acting as Consul in Canton, and on his left is Mr. J. F. Breaux, former acting Consul in Canton, who has been transferred to Shanghai. The group was taken at aiffin party at the Hongkong Hotel this week, at which the hosts were the Hon. Sir Shoumen Chow, the Hon. Dr. R. H. Kotewall, the Hon. Mr. W. E. L. Shenton, and Sir Robert Ho Tung. (Photo: Mee Cheun)

NAVIES SHOULD NOT BE A MENACE.

(Continued from Page 1.)

this subject during the conference. Indeed, it would wish to see an agreement by which battleships will in due time disappear, as it considers them a very doubtful proposition in view of their size and cost and of the development of efficiency of air and submarine attack.

Fewer Aircraft-Carriers.

The Government would further limit the tonnage and the gun calibre of aircraft-carriers and suggests that ships of ten thousand tons and under should be included in the total tonnage of this category, if used as aircraft carriers.

It proposes a reduction of the total aircraft tonnage for the British and United States Navies from 135,000 tons and the adjustment of the Treaty to, say, one hundred thousand tons, and an adjustment of that assigned to the other nations in the Washington Treaty ratios.

It further proposes that the maximum size of aircraft-carriers be reduced to 25,000 tons and that their age be twenty-six years instead of twenty.

The Cruiser Problem.

Regarding cruisers, the memorandum that recalls it was assumed during the recent Anglo-American conversations that they should be grouped in one category which in turn should be subdivided into cruisers carrying eight-inch guns and cruisers carrying six-inch guns and under.

It was also assumed during the negotiations that the requirements of the British Commonwealth would be 330,000 tons divided into fifty cruisers.

A final arrangement will be governed by the decision of the conference regarding the limitation in the size of the units.

The British Government proposes that the existing tonnage limit of eight-inch cruisers should remain at ten thousand tons and that there should be a tonnage limit for the smaller vessels at about six thousand or seven thousand tons. It suggests that only a fixed proportion in the latter class should be built up to that limit and that the life of cruisers should be increased, to twenty years.

Destroyers.

In regard to destroyers, the Government proposed that the limit assigned should be for flotilla leaders, 1,850 tons and for destroyers, 1,500 tons with five-inch guns as the maximum for both classes.

The present British building programme of destroyers is for two hundred thousand tons ultimately, but this can be reduced if the submarine programmes of the other Powers are reduced, for it is obvious that the size and the total tonnage of destroyers must largely depend upon the size and the total tonnage of submarines.

Abolition of Submarines.

The Government proposes the abolition of the submarine. Its experts feel that the argument that the submarine is an arm solely of defence was destroyed by the experience of the Late War and that in war conditions it is an arm of attack.

If abolition cannot be agreed upon, the British Government will put forward proposals limiting submarines rigidly to defence requirements.

In any case, it will press for the limitation of the submarine to the lowest possible limit, and it proposes to urge the revival of the

agreement, signed at Washington in 1922, but not ratified by the signatory Powers, which would regulate, in the interests of humanity, the use of submarines against merchant ships.

In regard to auxiliary vessels not strictly entered into fleet strengths, the Government proposes that they should be specified, and that each Government should publish yearly lists of the vessels of this class in commission as laid down.

The British memorandum and the American proposals will be studied by the delegations during the week-end.

Mr. Ramsay MacDonald who has a conversation with Mr. H. L. Stimson this morning, is going to Chequers, where to-morrow he will entertain the members of the Italian delegation to luncheon.

The naval experts attending the conference will visit Chequers during the afternoon.

No official meeting has been arranged before Monday, when the Committee resumes consideration of the alternative methods of ascertaining naval tonnage.

The Italian delegation, after studying the British Memorandum announced that it has their approval because "the principles contained therein correspond to our own ideas regarding ratios and parity."

Hale Repudiates Stimson.

A message from Washington states that Senator Hale, the chairman of the Senate Naval Committee, has issued a statement upon his examination of Mr. Stimson's proposals to Britain and Japan, in the course of which he says that the proposals "manifestly do not satisfy our naval needs."

Mr. Hale, who represents the "Big Navy" group in Congress declared that Mr. Stimson's programme would require an additional expenditure of \$358,000,000 above the cruiser construction programme recently authorised by Congress.

The Experts Committee was engaged to-day in drafting a questionnaire in connexion with the global and category tonnage question.

French Offended?

It is stated that Mr. Stimson's proposals have come as a considerable surprise to French circles. Mr. Tardieu, the Premier, who returned to Paris this morning, did not speak a word to Pressmen, with whom he has usually been most friendly.

Mr. MacDonald conferred with Mr. Stimson after a meeting of the Cabinet. — *Reuter and British Wireless.*

Japan's Attitude.

Tokyo, Feb. 7.
Pending the receipt of an official report on Mr. Stimson's statement, officials are somewhat reticent in commenting on it, though Naval circles appear to consider the suggestion to effect a capital ship balance in 1931 instead of 1942 difficult owing to the fact that the post-Washington building programmes were based on the prospective balance on 1942, for which considerable readjustments are required.

Regarding the proposal that Britain, America and Japan should scrap respectively five, three and one capital ships, Naval circles point out that although on paper this appears to be favourable towards Japan, the American ships proposed for scrapping are

THREE UNCLAIMED BALANCES.

TO BE TRANSFERRED TO COLONY'S REVENUE.

In the Gazette there appears a notification by H. E. the Governor directing that certain specified sums shall be transferred from the Companies Liquidation Account to the general revenue of the Colony, subject to the provisions contained in the Unclaimed Balances Ordinance as to refunds. The total sum is \$793.92, made up as follows:

A. Wing (deceased), return of capital in the Kowloon Land and Building Co., Ltd., \$501.15, with interest of \$52.80.

J. Francis (deceased), return of capital in the Kowloon Land and Building Co., Ltd., \$208.46, with interest of \$21.13.

John Somerville, broker, Hongkong, unclaimed dividend in the Hongkong Steel Foundry Co., Ltd., \$16.59, with interest of \$1.79.

RAILWAY UNDERMINED BY THE SEA.

TRACK LEFT IN THE AIR.

A chasm 25 feet deep has appeared on the Great Western Railway main line between the sea-side resorts of Dawlish and Dawlish Warren.

Passengers are being conveyed by road between Dawlish and Dawlish Warren, and then resuming their journey by rail.

This beautiful piece of coastal railway, which is known to every traveller to the West, has received considerable buffeting from heavy seas during the recent gales.

On Christmas Eve a crack was discovered in the sea wall, and as a precaution only single line traffic was permitted. Gangs of men were set to work in an effort to save the line, but recently it was decided to stop all traffic.

So completely had the sea secured under the shingle from under the protecting wall that the railway track was unsupported for 60 feet and the chasm extended to the retaining wall on the other side of the railway. The occupants have been warned of danger.

armed with 12 inch guns, whereas the British ships have 13.5 inch guns and the Japanese ship 14 inch guns. Moreover, if the Kongo is scrapped it would upset the balance of the Japanese Fleet which is based on four vessels of the Kongo class as an integral unit. The general reaction in Naval circles, therefore, appears to be not very favourable.

In the meantime the Foreign Office, while admitting the receipt last night of the proposals which Mr. Reed delivered to Mr. Wakatsuki on Wednesday evening, is unable to reveal the contents, though they are understood to be drastic and far-reaching, covering every category.

It is learned authoritatively, however, that the proposal in its present form is believed to be unacceptable by Japan, though it represents some concessions on America's part from the position taken in the conversations between Japan and America in Washington in December.

The proposal has been submitted to Tokyo, without comment, by the delegation in London which has not asked for instructions, though it is understood that the questions involved are of such importance as to exceed the delegates' powers. Hence the deliberations of the whole Government is necessary.

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